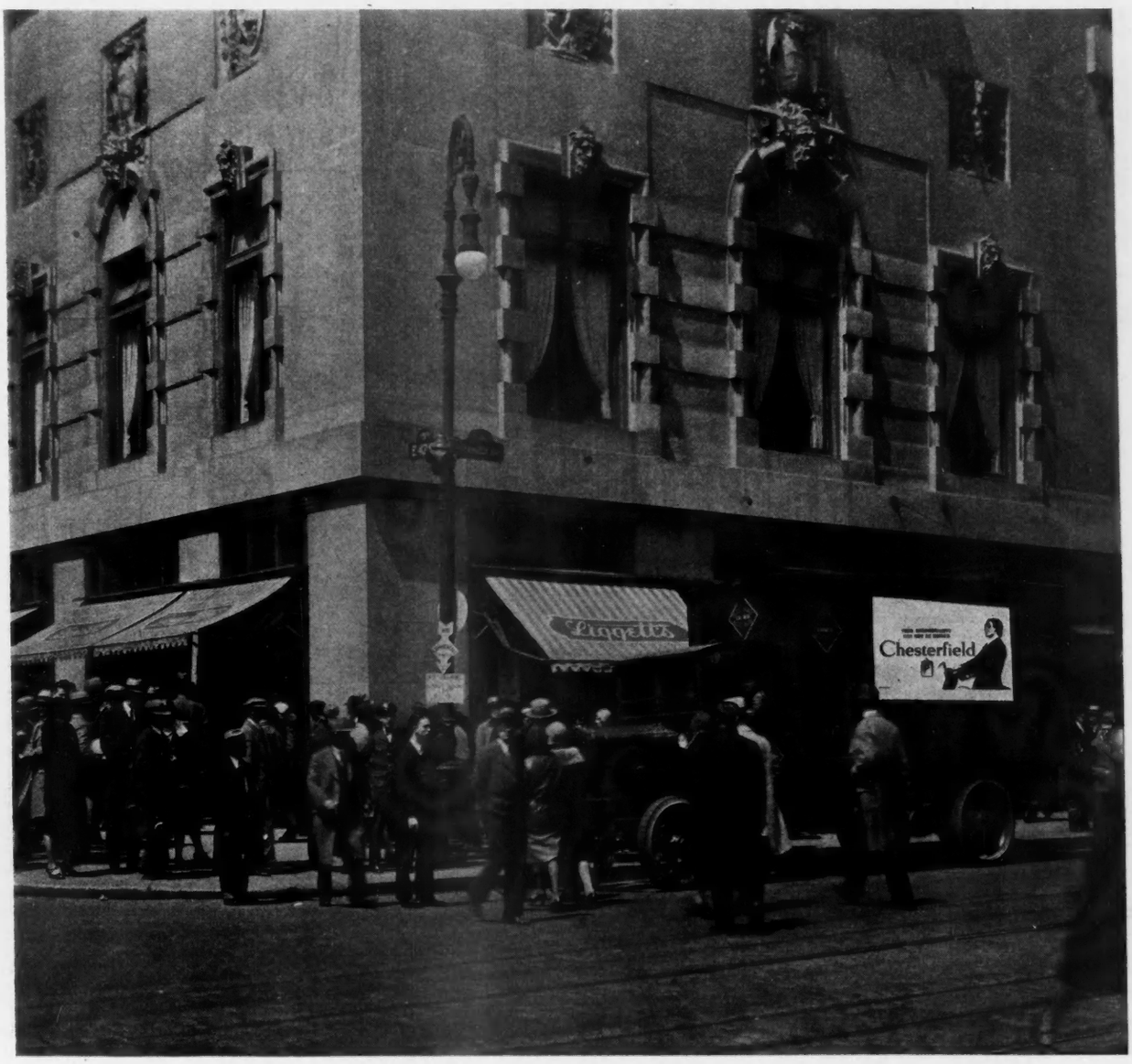
COMMERCIAL
CAR JOURNAL

VOL. XLI PHILADELPHIA, MARCH, 1931 NO. 1

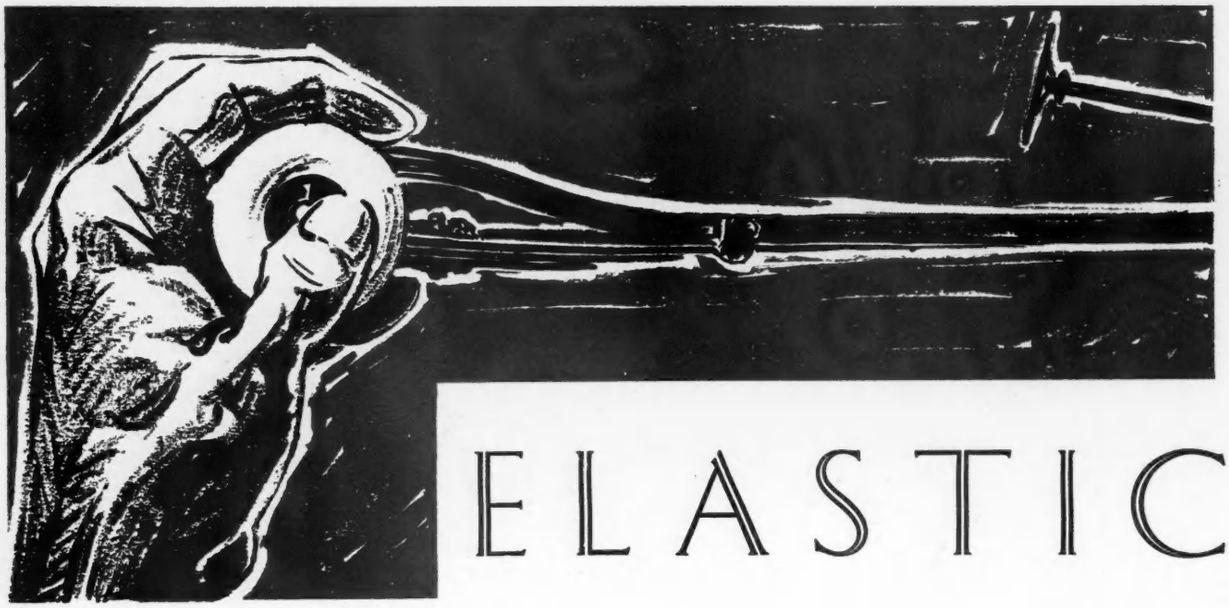


LOOK!

ADVERTISING'S greatest medium is that which reaches out everywhere, penetrates the most exclusive circles and conveys its message directly to the greatest number of people. Quick to seize and requisition for their service all proved vehicles of expression, advertisers of nationally known products post their bills everywhere, along highways and railroads, high on city buildings, on country barns, in shopkeepers' windows and even in the sky.

And now they are coming to a new medium, unquestionably the greatest of them all—trucks. Billboards are stationary and their effectiveness limited—trucks are mobile and their reader scope immeasurable. And besides, trucks are alive, they pull attention. Flashing up and down the highways, reaching into every nook and cranny of human activity and rushing into localities where bills of the conventional kind are taboo, trucks are ever on the job. Astute national advertisers have come to recognize the truck as the king of out-of-doors billboards and are willing to pay a good price for the privilege of using space on them.

All of which seems to prove that the operator who isn't exploiting this valuable space to the fullest advantage is dumping overboard an asset that others are willing to buy for good American dollars. Read on page 18 what others say.



ELASTIC

"YES!" SAYS OPERATOR

James C. Bennett,
Associated Oil Co.
San Francisco, Calif.

THE operator who is fully alive to his problem realizes quickly that, from the viewpoint of revenue and possible profit, a truck continues as an asset only so long as its wheels are turning. The moment they stop, the vehicle is transformed from an asset to a liability. Hence, one of the first goals of the operator is to keep a truck continuously in service.

Four years ago common experience was that a truck must be withdrawn from service for 30 days, and possibly for 45 days in the year, for periods of general reconditioning. The common practice also was to withhold a truck from service for 15 to 25 days for purposes of repainting.

During the first six months of last year the average time out of service for a fleet of 760 trucks was one day out of each 45 calendar days for each truck. This included the time required to repair because of accidents and for repainting, in addition to the normal reconditioning of the vehicle. Largely through the use of exchange units, such as engines, transmissions, rear ends and generators, we have almost eliminated the periodic overhaul.

Use of exchange units offers a tremendous advantage in terms of operating time to be gained. Assurance that all units in trucks of a given weight-carrying capacity shall be interchangeable, not only today but perhaps for some years to come, becomes highly important to the operator.

If the manufacturer, as distinguished from the assembler, of trucks, and particularly the producer of trucks of long potential life, is to look forward to favorable consideration by the operator whose use of trucks necessitates a comparatively short mileage life and hence early obsolescence, he apparently must incorporate provision in his truck that will enable the purchaser to modernize that truck in due time without a disproportionate outlay for the unit of later design.

Many of us today are operating trucks that are fitted with four-cylinder machines, which might easily be stepped up to meet the present-day demands, particularly with reference to speed. Would

TURN TO PAGE 52, PLEASE

The Affirmative

Interchangeability of major units in trucks of same capacity would eliminate periodic overhaul and reduce average time out of service.

Operators should be able to exact full mileage from vehicles by modernizing them with replacement units of later design without great outlay of cash.

Unit interchange would permit operators to purchase long life trucks because obsolescence then would not dictate early retirement.

The need for charging off millions of dollars worth of investments in trucks which have become old could be avoided by unit interchange.

DESIGN?

ENGINEERS SAY "NO!"

The Negative

Interchangeability of units between chassis made under one roof and assembled chassis is not practicable.

Rejuvenation of old equipment by replacement of old for new units will not pay operators.

No one can anticipate space and mounting requirements of future units for replacement purposes.

Changes in one unit may throw complete assembly out of balance and alignment.

Manufacture of a chassis of given capacity for long or short mileage life is impracticable from engineering and production standpoints.

A. W. Scarratt,
International
Harvester Co.

INTERCHANGEABILITY of units in a large fleet operation is highly desirable. I do not think it has been accomplished to any great extent up to this time as between competitive makes of trucks, but it is only natural that in a large operation, interchangeability of the major units is of great help in keeping the fleet on the road the maximum amount of time. However, I doubt very much, with the major portion of the chassis, the product of a large truck manufacturer who has his own distinctive units, that there can be much interchangeability between chassis of that character and the more or less assembled makes of chassis.

As to the rejuvenation of old equipment, to modernize it and make it of higher earning capacity, I doubt very much that in the long run extensive alterations to the old-type vehicles will pay. When you start to rejuvenate an old-model chassis, you hardly know where to begin, and if you do begin you hardly know where to stop. If you put a six-cylinder engine in a job originally equipped with a four-cylinder engine, the chances are that you will have to make rather extensive alterations around the forward part of the chassis. It is not likely that there will be room enough lengthwise to accommodate the six-cylinder engine. Changes to cooling system, water connections, hook-up to transmission, fuel piping, wiring, and all those things go with it.

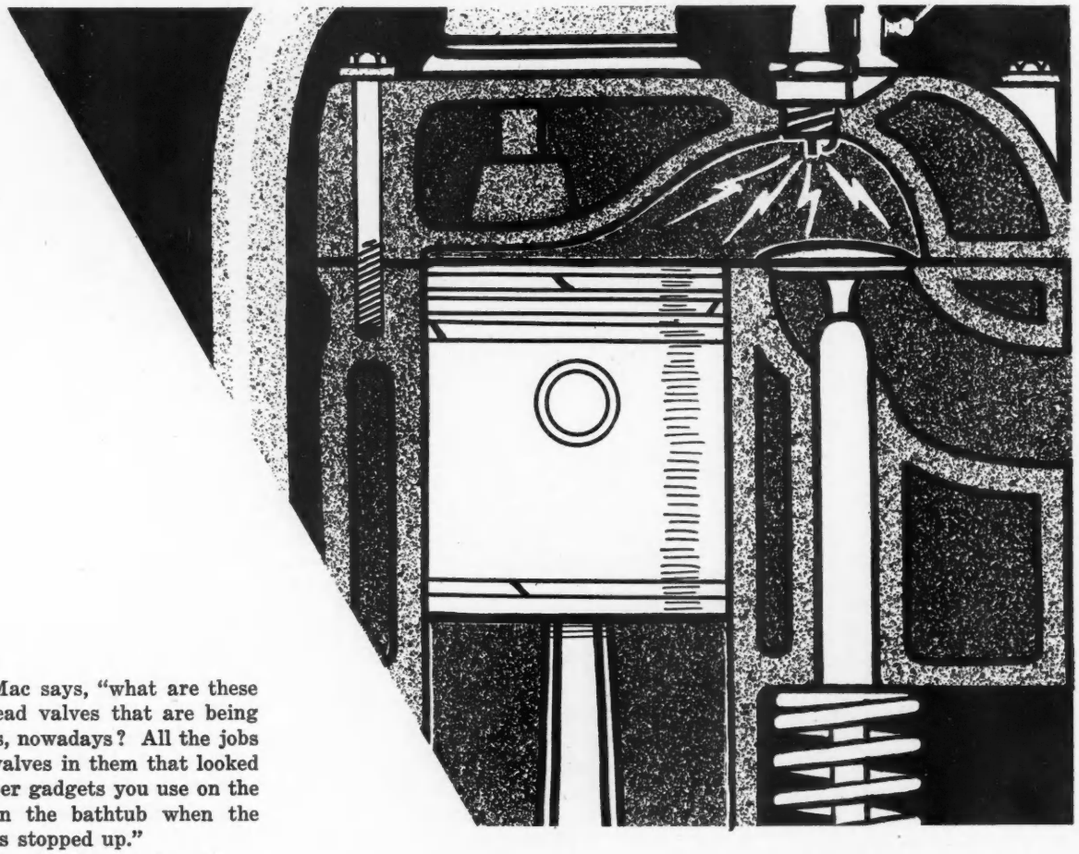
If increased speed and flexibility of operation is the object, the six-cylinder engine naturally would have to be a more powerful unit. Then the question arises as to whether the transmission is going to be adequate. Gear changes will become a part of the program, and finally wheels and tires, and last but not least, brakes. It is not easy to put modern brakes into old equipment.

G. P. Anderson,
Chrysler Corp.

IF we could only ask the engineers to design to a definite mileage and so construct a vehicle that at the end

TURN TO PAGE 52, PLEASE

ENGINE DIFFERENCES



"DEN," Mac says, "what are these bell and tea-head valves that are being used in engines, nowadays? All the jobs I've had, had valves in them that looked like those rubber gadgets you use on the waste outlet in the bathtub when the darn thing gets stopped up."

"That doesn't refer to the valves themselves, Mac," we replied, "but to the way the valves are arranged. Here is the idea. You've got to have a valve to let air and gasoline into a cylinder, and another valve to let the burnt gas out again. You've got to provide a way to open and close each of these valves at the right time, to keep them from getting too hot, and to oil the valves where they rub against other parts and to oil the parts which work the valve.

"Any number of different kinds of valves can be used. There are sleeve valves which ride up and down inside the cylinder like those detachable cuffs you used to wear when you got all dressed up. They have slits cut in them which match up with holes in the cylinder block when it's time for the exhaust to retire or when the cylinder is ready to invite another mixed party of air and gasoline to inspect its internal arrangements. Then, of course, there are poppet valves, which you so aptly described before, and which are used in the great majority of truck, bus, automobile and airplane engines. They generally travel in pairs; one for the exhaust and one for the inlet, but sometimes a couple of valves are used to do each job. I'll come back to that later.

"Let's suppose now for the sake of no argument at all that two poppet valves are going to be used. Here are some of the ways you can arrange the valves (as Mac might be confused by an ordinary mechanical drawing, I made the sketches real simple and plain). The arrangement in Fig. 1 we call an L-head because the combustion chamber and cylinder together look like an inverted capital letter 'L.' It's the simplest way of placing the valves and opening and closing them. You can see that the cams on this shaft lift the valves through short push rods. The valves don't open into the cylinder but into a sort of front hall extension of it. In modern engines, all of the working parts are entirely inclosed and they are lubricated by oil fog from the crankcase. This is the most popular arrangement of all,

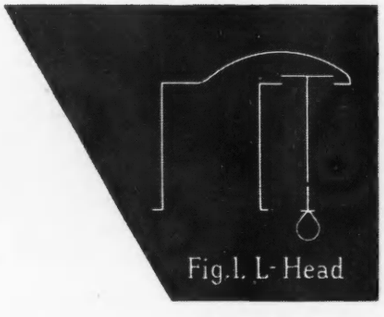
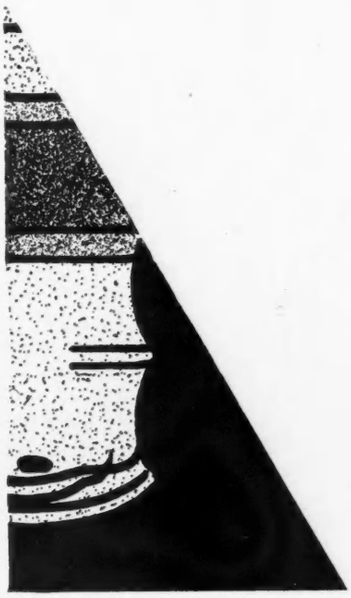


Fig. 1. L-Head

BEGIN IN THE HEAD

Mac Learns How to Determine Engine Types by Head and Valve Structure

By Athel F. Denham



especialy in the smaller size engines.

"Now this arrangement, Fig. 2, is what we call 'valve-in-head.' Here the valves are put in head down, opening directly into the combustion chamber. They are operated through push rods and rocker arms. The thing looks a little complicated, because of the rocker arms and push rods and the cover for inclosure of these parts. Let's notice that the engine designer can put the valves right over the piston, if he wishes, and then make the combustion chamber any shape he wants to. Another, and an important advantage, of the overhead valve, is that all of a carbon and valve job, except scraping carbon off the pistons, can be done at the work bench. By using a spare cylinder head carbon and valve jobs can be turned out in not much longer time than it takes some speech makers to stop talking after they are through.

"There is another way of operating valves in such a layout and that is by putting the camshaft above the valves. We drive the shaft by a chain and throw away rocker arms and long push-rods. This puts all the valve mechanism in the cylinder heads and overcomes trouble due to expansion of the cylinder blocks when they warm up, which may change clearance between end of the valve and the part which moves it, as in overhead valve engines with push rods.

In this sketch, we've got what we call a T-head design (Fig. 3), cylinder, combustion chamber and valves looking like a big 'T.' It isn't used very often except in big engines nowadays although it was once quite popular in passenger cars. As used now, there are two valves on one side of the cylinder for exhaust, operated from one camshaft and on the other side of the cylinder there are one large or two small valves for the inlet, operated from another camshaft. The reason for using two small valves rather than one large valve is that it keeps the weight of the valves down and also makes them cool better. Heat inside a combustion chamber is enough to melt valves if they were not cooled. A valve cools itself while it is down on its seat and it also gets rid of a lot of heat through the stem. So, you see, the smaller a valve is the easier it is to cool it."

In the meantime, we had been sketching an F-head (Fig. 4) arrangement and having finished this, proceeded to explain the idea to Mac.

"This is one of the ways in which you can combine an L-head and valve-in-head

TURN TO PAGE 76, PLEASE

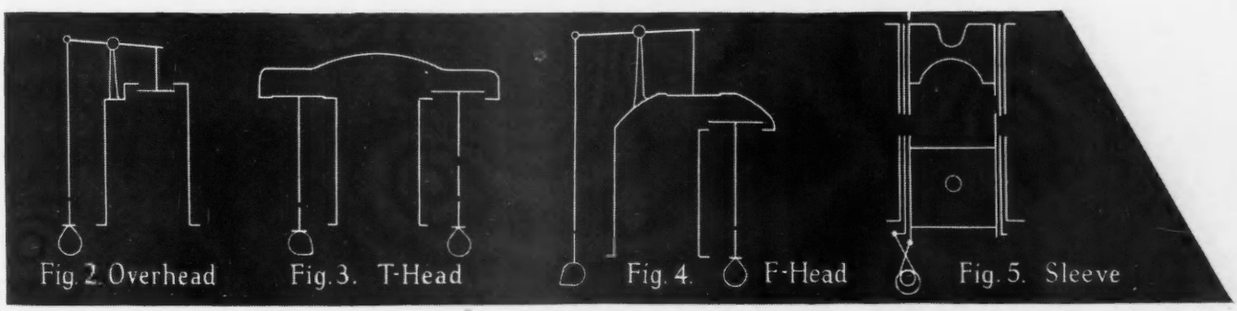
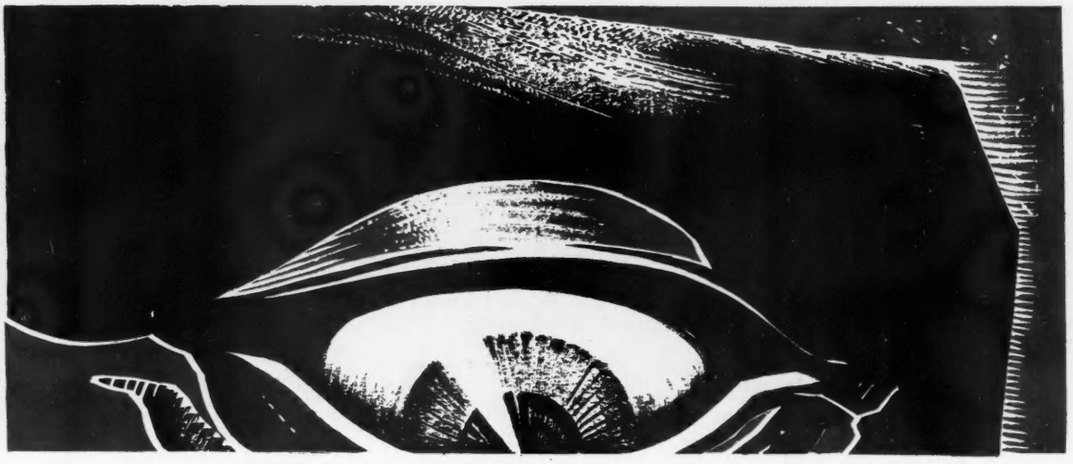


Fig. 2. Overhead

Fig. 3. T-Head

Fig. 4. F-Head

Fig. 5. Sleeve



TRUCKS ARE ADS AND

If the following statement to a group of fleet-operating beverage bottlers by S. E. Travis, Jr., vice-president of the Weldmech Company, is correct . . .

THE problem of sending the public to the dealer is 100 per cent yours. If you don't get Mr. Consumer to the dealer with your product on the tip of his tongue, you have failed to make a sale. You all must be doing this, but how are you doing it? By advertising? Certainly . . . that is a foregone conclusion. I take it you are using some, maybe all, of the conventional types of advertising . . . newspapers, metal signs, posters, attractive dispensers, school children helps, motion pictures, premiums, but why enumerate the thousand and one different mediums of advertising? . . . you know them all better than I do. But more than half of you are either overlooking or neglecting the most powerful merchandising medium which ever has been, or ever will be, available to a bottler. What am I talking about? I'm pointing my finger at you and telling you I mean your delivery equipment.

Can you buy advertising space on Park Avenue or downtown Broadway in New York? You can put a truckload of beverages there.

Can you buy advertising space on Commonwealth Avenue in Boston? . . . You can put a truckload of beverages there.

TURN TO PAGE 20, PLEASE

And Express Motion Poster Service, Inc., proves its correctness by getting paid for ads on Railway Express Agency trucks with this sales appeal

EXPRESS MOTION POSTERS provide advertising in action everywhere.

They appear in all avenues of trade.

They furnish eye level advertising that everybody sees.

They give every advertiser a full front page in color.

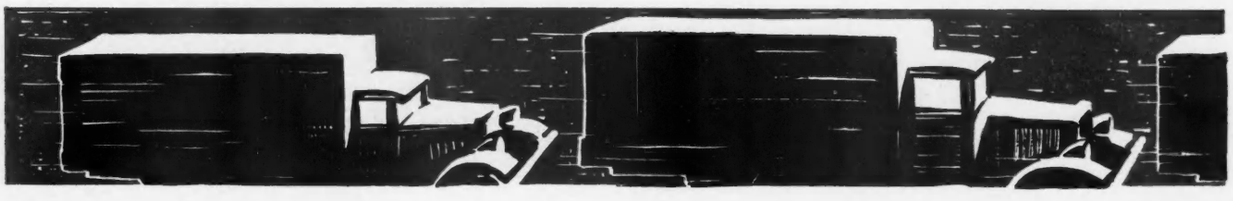
They reach every class of buyer in every neighborhood.

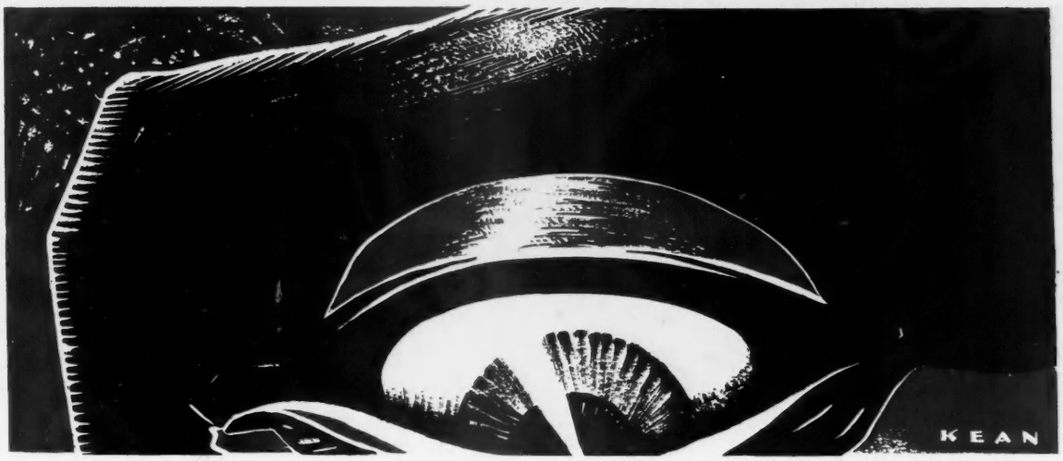
Circulation: The Express vehicles are seen: By the readers of all the newspapers; by the readers of the magazines; by everyone who sees the billboards; by the classes and masses; by people of every political and religious belief; by men, women and children; by motorists, car riders and pedestrians.

Mass and Class: Express Motion Poster Service is *Mass Appeal* because it reaches all the people—the Times Square, the Broadway, the Fifth Avenue and the suburbs of every city are serviced by the express vehicles.

It is *Class Appeal* because the art and poster work is high grade, but still more important because the area of circulation includes the fine

TURN TO PAGE 20, PLEASE





ADS PAY

But is the expense of keeping up the appearance of truck equipment charged to advertising or to operation? Here are some facts and a logical conclusion

Then why shouldn't this idea, as advocated by Charles H. McBurney, superintendent of Motor Transportation, Marathon Oil Co., be adopted?

DURING the year 1929, $1,000,000,000 was expended in the United States alone on advertising in newspapers, magazines, billboards, electric signs, etc., and out of this enormous expenditure, no allowance was made for advertising on automotive equipment.

The fact that the majority of companies use their automotive equipment as a means of advertising their products is sufficient to show that it must be considered a good means of advertising, and while it is not recognized as such in our budgets, let us compare it with various other kinds of recognized advertising:

Let us take the billboard first. As you know, these billboards are constructed at points in cities and along highways so that same can readily be seen by pedestrians and travelers. Statistics show that the cost of advertising on these billboards runs from $100 per sign per month to as high as $1,500 per sign per month, the price, of course, being based upon the size of the sign, the location, and the condition in which the contract provides the sign must be kept.

Now, we have automotive equipment that is continually traveling around, through our cities and out over our highways, being seen by numberless pedestrians and travelers. In order to preserve the material in that equipment it is only necessary to give it a good coat of some kind of paint, but as it is continually moving among the people upon whom we depend for the sale of our products, with a very little additional expense we can attractively paint and letter that equipment so that each unit becomes a traveling billboard. Does it not seem logical that this billboard moving from place to place is more valuable as an advertising medium than a stationary billboard would be?

The cost of attractively painting and lettering a piece of automotive equipment would vary from $60 to $250, but this amount would be trivial as compared with what is paid out for billboards, and the returns on such investment would undoubtedly equal the returns on a similar outlay for billboard advertising.

No doubt the argument will be presented that a truck after being out a short time will become dirty and badly worn, giving a very poor advertising value. Admitting that this is true, it must be conceded that the advertising value is sufficient to warrant the small additional amount necessary to keep

TURN TO PAGE 20, PLEASE

TRUCKS ARE ADS AND ADS PAY

Charles H. McBurney Asks:

CONTINUED FROM PAGE 19

the equipment freshly painted and lettered at all times, the cost of which would be slight as compared with the expense of billboard advertising.

Automotive advertising cannot be classed with electric sign advertising as a whole, but it has one feature of an electric sign; that is, it is a sign in motion, and it is a recognized fact that a sign in motion attracts more attention than an immovable sign; therefore, an attractively painted and lettered piece of automotive equipment should have its place in recognized advertising, ranking in value between the electric sign and the billboard.

Inquiry among various operators of automotive equipment does not disclose much, if any, question as to the value of advertising on automotive equipment, but the real issue involved is the fact that the cost of this advertising is carried as an automotive operation cost instead of being carried as an advertising cost. This method of handling the cost, in many instances, is responsible for the very poor condition into which the paint and lettering on some units is permitted to deteriorate.

There is no question that in the end this cost is figured into the "per unit cost" of the article or product advertised. However, if it were carried through under its proper charge, undoubtedly more value would be secured out of this method of advertising, for the reason that as long as this cost is charged to operating expense, the operating department will naturally neglect the appearance of the equipment in order to keep their operating costs down, while if such costs were set up as an advertising item, the unit would not be allowed to lose its attractiveness.

In many cases companies feel that it is good advertising to have the cars used by their salesmen painted with company color schemes and monograms. This method of advertising, while good from a sales viewpoint, has its bad feature in that the company sacrifices the cost of a repaint job when the unit is disposed of, and the question is raised as to whether the value of this method of advertising is sufficient to offset the loss sustained when the unit is traded in. Assuming that advertising on automobile equipment is equal to other outside methods of advertising, and considering the length of time such equipment would ordinarily remain in service, it would seem that the loss sustained in the trade-in is well warranted.

Undoubtedly the additional expense incident to the use of automotive equipment for advertising purposes will bring some discussion from the automotive operating departments, as this additional cost of painting and lettering, under the present distribution arrangement, would tend to increase automotive operating expense (as such costs are now being wrongfully charged to that account), but:

Since our companies spend thousands of dollars perfecting trademarks and trade names, why not take advantage of the advertising medium provided by the road equipment we must of necessity maintain, and use it to help in keeping before the public these trademarks and trade names, letting the expense involved be absorbed where it rightfully belongs—in the advertising budget.

Express Poster Service Does:

CONTINUED FROM PAGE 18

sections of cities where no other display advertising is available.

Reiteration: Each Express truck every day traverses a different route and in many cases this route is covered several times daily. This systematic demand for attention creates reiteration to a high degree and makes E.M.P.S. advertising an outstanding value.

Effectiveness: E.M.P.S. advertising is effective because the advertising is brought to the consumer.

It is not necessary to pass a certain poster location — Railway Express trucks bring every E.M.P.S. advertisement to the attention of the public.

Concentration: E.M.P.S. advertising has no waste circulation, because the trucks are always traveling in the avenues of trade, serving both industrial and residential territories. There is no dissipated circulation.

S. E. Travis, Jr., Says:

CONTINUED FROM PAGE 18

Can you buy advertising space in the business section of any American metropolis? No! No matter how much money you have, you can't; but . . . you can put that truckload of beverages through that business section as many times as you want to.

Now let's get down to brass tacks. If circulation means anything in advertising, and the newspapers tell you it does, the poster people tell you it does, the motion-picture people all tell you the same thing, and the price you pay is based on circulation . . . if circulation means anything, what have you to offer to compete with attractive and distinctive delivery equipment?

I just made the statement that half of you were losing sight of the importance your delivery equipment can play in merchandising and advertising. If I were to make a similar statement regarding the bottling industry in general, I would stretch that considerably. I would say that 90 per cent of the bottlers in this country are operating in blissful ignorance of this factor, and I would base this statement on the personal observation of members of my organization in visit-

TURN TO PAGE 50, PLEASE

What is a Truck Ad Worth?

More than $25,000 a week is the potential value of space on the truck sides of the 8500 unit fleet of Railway Express. Space, according to "Advertising and Selling," is sold at the rate of $3 per week per truck for two or four-sheet posters, measuring 46 in. high by 60 or 120 in. wide, by Express Motion Poster Service, Inc., 1465 Broadway, New York City.

S. Dalsimer & Sons, Philadelphia, welcomes the opportunity to buy space on trucks for advertising display purposes. This company has succeeded in buying such space from four different truck owners, using it to advertise its service and product. The other parties to the contract were operators who had no great need for the space and were willing to let it go for $100 a year plus cost of keeping the trucks painted.

Geo. B. Bains & Sons, another Philadelphia concern, considers one truck with advertising display more than twice as valuable as one billboard and on this basis saves itself $140 per month. For every new truck added to its fleet this company eliminates two illuminated billboard ads for which it paid $70 per month.

LEGISLATIVE HALLS GRIND NEW BATCH OF TRUCK BILLS

Some Are Harsh and a Few Are So Much Boloney, Which Is Harder to Digest If You Find You Must Stomach It

"WORRY the trucks and make 'em pay, worry the trucks and make 'em pay, worry the trucks and make 'em pay, worry the . . ." So do the sounds shape themselves as one listens to the rhythmic whir of legislative machinery which is now going full blast in every State except Kentucky, Mississippi, Louisiana and Virginia.

Within ninety days most of these law mills will have stopped after putting on the statute books a small proportion of the 2500 to 3000 automotive bills which will have been introduced.

It's too early to guess very closely which bills affecting trucks will eventually be passed, but late information does indicate a few general trends.

Marked shortening of length limits for trucks and truck-trailer trains is being strongly agitated, and some of these new restrictions will become law. Width restrictions are being proposed also, but are getting less attention than length this year. Increases in gas taxes seem likely to be numerous, with proposals running as high as 8 cents per gallon in two states.

Compensation insurance laws, somewhat similar to the law now existing in Connecticut and several other states, are getting strong support in a number of states, but straight compulsory insurance legislation of the Massachusetts type is finding fewer advocates than formerly.

Pressure is strong for more weight restrictions, but less furore about truck speeds appears than might have been predicted.

Attempts to hamper operation of all motor vehicles for hire with regulatory measures are numerous and vigorous; many will be successful.

The whole automotive industry, it is clear, has need for conducting a consistent, regular educational campaign for the proper economic and technical regulation of motor vehicles if it is to save, for the people of the United States, the economic and financial benefits which can accrue to them through wider and more intelligent use of motor transportation.

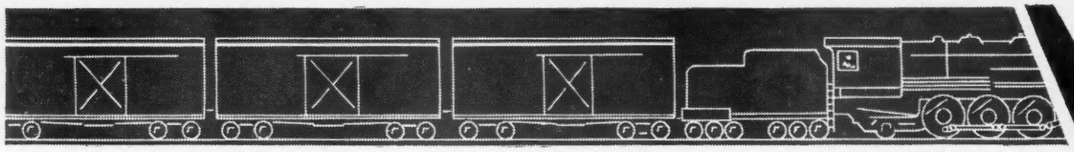
Following is a digest prepared by the Motor Vehicle Conference Committee of some of the bills introduced:

TRUCK REGULATION AND TAXATION

Arkansas, H 165—Imposes 3 per cent gross receipts tax on all property carriers "for hire."

California, S 135—Provides for

TURN TO PAGE 60, PLEASE



A SHIPPERS' SPOKESMAN WHISTLES A

ATTIRING ourselves in the glowing mantle of Elsie Dinsmore, and striving for the calm, ingenuous introspection of "Alice in Wonderland," we sallied forth, one day recently, to discover what, if anything, the shipping interests thought about the current transportation war raging between railroads, truck operators, and those with freight to "ride."

We desired light, and a lot of it, on just what "all the shootin' is about" from the shipper angle. We craved to know why the railroads were emphasizing the carnival spirit and begging staid Interstate Commerce Commissioners to regard trucks and buses as ha'penny stalls and urging them to " 'it the Ethiopian in the eye with a legislative baseball, and get yourselves a good cigar." In short, we wanted shipper views in plural quantities—not for ourselves, but for the readers of COMMERCIAL CAR JOURNAL.

• From Headquarters •

WITH the foregoing in mind, therefore, our first and last stop in the search for transportation knowledge was in the office of William H. Chandler, traffic manager of the Merchants' Association of New York, and chairman of the Shippers' Conference of Greater New York.

We bothered Mr. Chandler specifically because, as the statesmen say before naming their candidate, "he, more than any other man on God's green footstool," speaks his mind on railroad sins of omission and commission, frequently accomplishing spectacular results in the process. We launched into our interview by asking Mr. Chandler if he knew the railroads' plans on store-door delivery.

"I am unable to obtain any statement from anybody about *that*," returned Mr. Chandler. "I have been given to understand that, at the request of the Committee of Traffic and Operating Vice-Presidents, the Railway Express Agency is making a survey of the subject, confining their study to New York. Further than that, I can only say, 'There is much excitement, but I can learn nothing startlingly definite.' "

"Is that characteristic?" Mr. Chandler was asked.

"A leading question," replied the traffic authority. "All I know is that it's time the railroads *did* something to reduce costs for the shippers. First we had inland stations in the port of New York, and still have them, although the railroads want to discontinue them now. Then, we had constructive station operations, and this type of delivery was wiped out when the trucking dog wagged the railroad tail. At the January hearing, held to take testimony on the '*need*' for reverting to pier deliveries, railroad spokesmen were positively plaintive in their desire to do away with the one indication of coordinated freight movement shown to date. And each time a demand for store-door delivery is stressed, the carriers become abysmally deaf.

"But don't think," Chandler went on, "that the carriers blame *themselves* for their decreased earnings. They don't! Instead, they blame trucks, passenger cars, buses and everything else but themselves. Have you seen *this?*"

Mr. Chandler inquiringly held aloft a blue pamphlet issued by the Association of Railway Executives. The pamphlet proved to be a

TURN TO PAGE 37, PLEASE

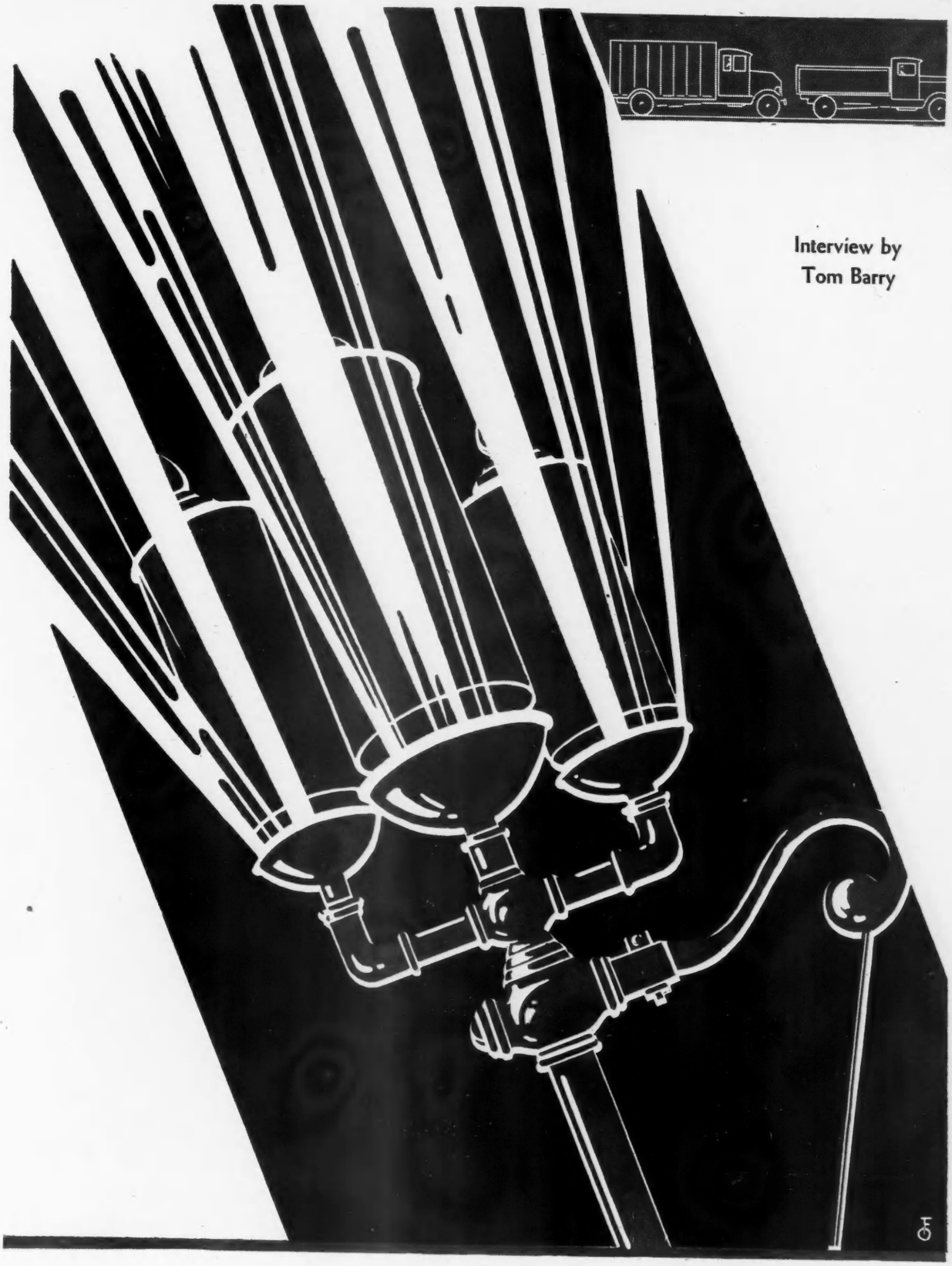
"Spokes" from the Spokesman

Two things have entrenched motor trucks in the transportation field: first, service and rapid delivery; second, early refusal of railroads to meet demand of short-haul-less-than-carload traffic.

Railroads should stop complaining, stop their propaganda, stop their misrepresentations and direct their efforts toward a solution of modern shipping needs. Perhaps the answer is store-door delivery, truck-coordinated rail operation and joint rates, but on a wholesome and not cut-throat basis. Truckers and shippers will not, can not be sacrificed.

The Spokesman

W. H. CHANDLER
Traffic Mgr. Merchants' Ass'n of N. Y.



Interview by
Tom Barry

WARNING TO RAILROADS

AFTER HOURS

We Venture an "Informative Bid" in the Rail-Truck Legislative Tangle

ALL along the legislative front, measures to throttle the economic effectiveness of the motor truck are being hurled into the state houses and senates. Along with them is being laid down a barrage of bills designed to make the truck pay more while conditions for its earning income are made less favorable. The truck is now in the process of taking its regular bi-annual lacing from the legislative solons.

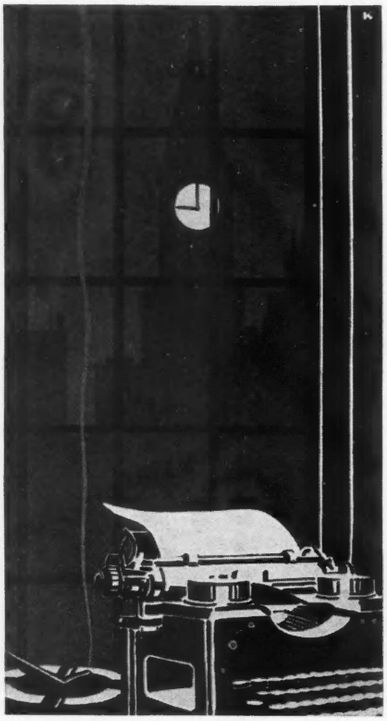
And why?

Largely because of vigorous anti-truck activity on the part of railroads; partly because the truck industry itself has not yet been able to focus upon a positive program for sound technical and economic regulation sufficiently definite to permit interpretation in vital, simple language to the average state legislator.

The whole agitation for restrictive regulation and excessive taxation of motor vehicles in general and motor trucks in particular has come almost exclusively from competitive sources. Demand for regulation has not come from the business world which uses the truck nor from consumers of products which are transported by trucks.

As pointed out by Larue Brown and Stuart Scott recently, the fact that the demand for regulation comes almost exclusively from the railroads "is apparent from the most cursory examination of the testimony thus far presented in the nation-wide investigation comprised in I.C.C. hearings, Docket 23,400. Such shipper testimony as has been advanced has been opposed to regulation."

Thus far the railroads have succeeded in dramatizing their case before state legislators more vividly than has the truck industry. The materials with which they have had to work have lent themselves to dramatization much more readily than have the sound, logical presentations drawn from analysis of facts and experience data upon



which the case for the truck has necessarily rested.

Until recently, too, only those who have followed legislative trends rather constantly have been entirely alive to the distressing results which will accrue to fleet owners, dealers and manufacturers if current tendencies continue. An aroused shipper opinion, crying clearly for the rights of individual businesses to have available economical transportation seems almost certain eventually to exert itself potently. And in stimulating, informing and helping this shipper and truck owner opinion, practically every truck dealer and salesman, as well as every fleet owner, can play an active and constructive part. Read article on page 22.

Truck dealers and salesmen should equip themselves with enough knowledge about current legislative activities and trends to enable them to talk intelligently and informatively concerning these factors with everyone whom they may contact.

The current legislative battle is at white heat as we write. Only a few of the 3000 automotive bills being introduced into 44 state legislatures, of course, will be made into law this year. It is to be hoped that some of them will pass, because certain measures are designed to help the economic development of motor transportation. Sound thinkers in the industry, moreover, are in no sense opposed, per se, to added legislation concerning truck regulations and taxes; but they are intensely interested in the promotion only of legislation which will lead to proper economic and technical regulation and taxation of motor vehicles.

A good share of the bills now being proposed, however, cannot be interpreted in this latter category by any stretch of the economic imagination. It's too early yet to say just how much damage will be done in 1931 to the chances for sound economic motor transport growth, but there is every indication that it will not be small.

Through the Motor Vehicle Conference Committee fine, consistent work has been carried on for many years in gathering and disseminating information on legislative matters, while the motor truck division of the National Automobile Chamber of Commerce has been effectively active along general educational lines. Both of these forces are functioning vigorously in the interests of the whole truck industry at the present time, with the effort by the N.A.C.C. to help organize truck owners' associations an outstanding feature of current activities. Through support of the efforts of these existing agencies, the individual dealer, salesman and manufacturer can help the sound economic development of motor transport.—N.G.S.

HERE is a vocational study of how a wholesaler can use motor trucks to cover his territory thoroughly and increase his sales volume.

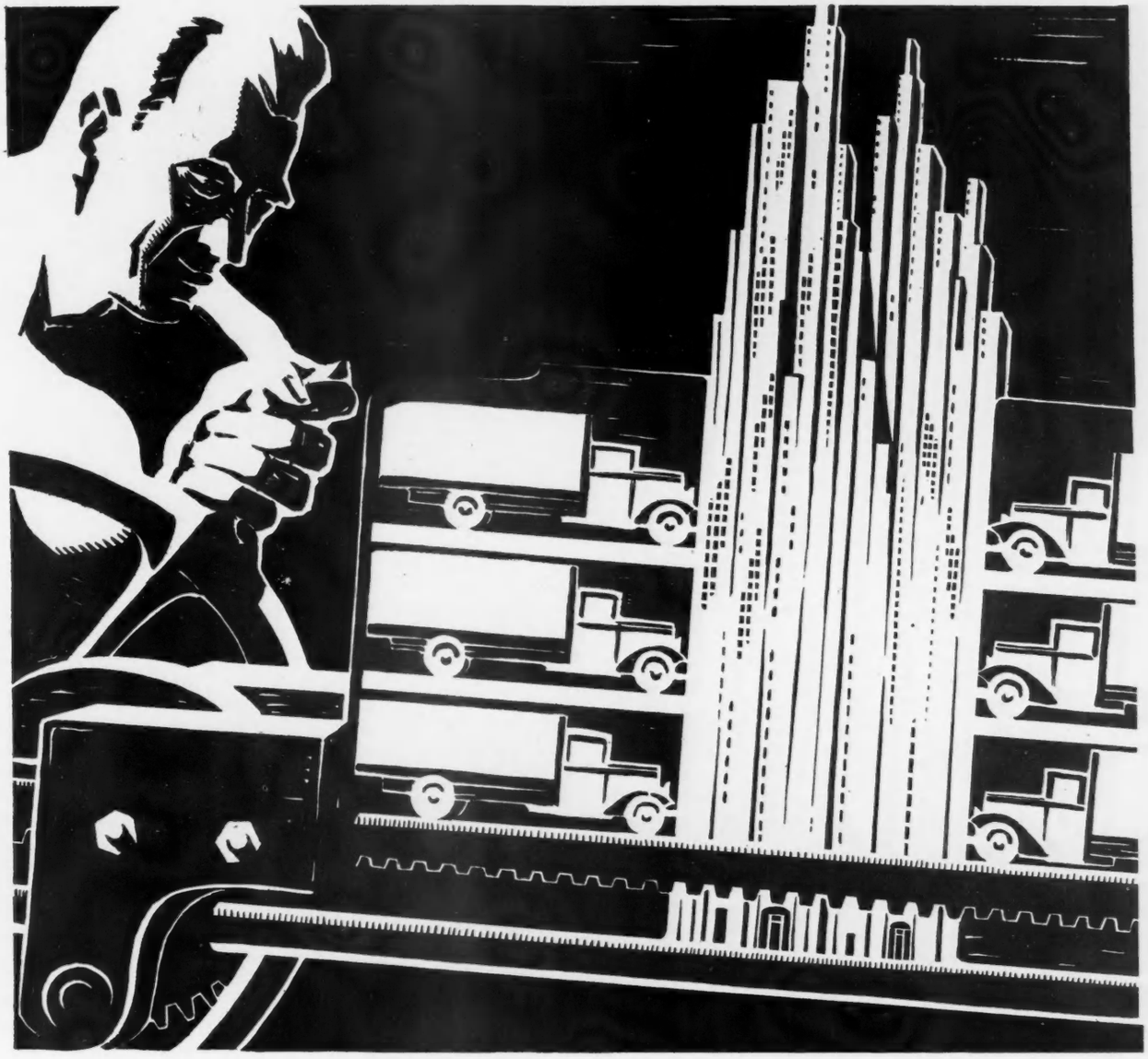
It is written by a wholesaler, who tells truck dealers and salesmen all they need know in order to approach prospects in this vocation with an intelligent presentation. The author is an automotive jobber, but, as he points out, wholesalers in other lines of business have virtually the same sales problems as he has.

MOTOR TRUCKS HELP JOBBERS SQUEEZE OUT

AT the present time we are traveling six supply trucks from our general office and warehouses in San Antonio and company branch in Corpus Christi, Tex. These trucks serve about 1500 southwest Texas retail outlets within a radius of 150 miles of San Antonio.

Traveling demonstration trucks are now no innovation, at least they are not new to the automotive trade, but so far as we have been able to gather, we were the first automotive jobbers in the Southwest to install a fleet of trucks that sell from town to town as our trucks do. When we began this method of merchandising back in 1925 the sea was uncharted, and the technique of supplying automobile dealers and garages with replacement parts directly from trucks was an equation that we had to work out in our own way.

These vehicles of ours are not demonstration trucks such as have been employed by many automotive wholesalers in introducing shop equipment, for instance, to the trade. They are traveling stores with a competent salesman in charge of each truck. Each truck is a merchandising unit, complete in itself. The salesman carries a selected line of standard replacement parts on his truck. He sells entirely at wholesale to retail outlets, and he sells for cash. These are some of the general features of our merchandising set-up, which is now fairly well known by the trade.



MORE SALES

Facts and Opinions by

FRANCIS J. BOWEN, JR.
Pres., Bowen Bros., Texas

Upon the invitation of the editor of THE COMMERCIAL CAR JOURNAL, I am glad to present the main details of our system with the hope that they may be of some value to wholesalers of small goods in other lines than ours who may be contemplating the direct merchandising of their commodities through the addition of traveling stores. Replacement parts and most of the items that we stock on our trucks are what are commonly classified as small goods. It is conceivable, I think, that other small goods could be wholesaled in a thoroughly practicable and profitable way directly from trucks. Such wholesalers as those serving the barber and beauty shop trades, laundries, shoe repair shops and so on, are some, it seems to me, who might find trucks of advantage in placing their small goods in the shops and workrooms of their customers.

But before proceeding further, let me caution any wholesaler to consider carefully his own particular problem before launching out in a direct merchandising campaign through the use of traveling stores. It is with

TRUCKS HELP JOBBERS SQUEEZE MORE SALES

the view of not emphasizing this method of selling small goods too strongly that causes me to be conservative in recommending it.

Most business men wish figures when reading of the change from any traditional system to a newer one such as ours is. The editor of the magazine, carrying this article, asks in particular for comparative figures. I am sorry that we have none. As launched five years ago, we were a direct selling concern from the very start. In trying to arrive at some estimate of how valuable the truck method of selling is to us, it seems to me that it is sufficient to say that we believe the trucks have increased our net yearly profits at least 5 per cent on gross sales. Furthermore, we enjoy the decided advantage of having our business on a cash basis.

Besides our six trucks, we maintain counter service in San Antonio and Corpus Christi. We also ship out orders by the usual deliveries, and we have established machine shops in both of our places that do general automotive machine work for those of our dealers who are not equipped to do certain jobs as well as we are. But underneath all of this superstructure, our business rests upon the foundation of selling directly from trucks. Perhaps the strongest argument we could offer in favor of our trucks is that we have not thought of discontinuing them.

All sales from trucks are on a cash basis. We have even posted notices to the effect that any salesman who does not secure cash at the time of delivery or who is found delivering merchandise on a promise of payment, is subject to automatic dismissal. And cash means cash to us. If salesmen take checks, they do so at their own risk. We sell no goods on a credit basis to dealers in the territories. Our cash system has been in use since 1925, and has been generally satisfactory.

The question has been asked, "What unfavorable experiences did you encounter at the outset and how were they remedied?" Our first problem was in educating the trade to pay cash when buying from the trucks. It was somewhat difficult to wean them from their easy-going credit habits. The problem was solved by persistence in showing them the soundness of the truck method, of convincing them of the saving in transportation costs and the saving in time. Personal inspection of merchandise before buying has done a lot to bring the trade to see the value of putting cash on the barrel head.

We believe strictly in the maintenance of a set system of prices. Each salesman is provided with a catalog and price list, in suitable binder. The prices are fixed and set by the home office on all parts and equipment, and no salesman is permitted to deviate therefrom. Through this system we have got entirely away from the system of bartering.

Salesmen's compensation provides for a reasonable drawing account to cover expenses, plus a commission. A set quota is fixed for each territory, and the compensation of the salesman varies according to his volume of sales as compared with the quota.

• Special Body •

ANOTHER problem that we have had to solve was that of securing a design for truck bodies that would properly display merchandise and make same quickly accessible. After some experimentation, we evolved the design now in use which provides for a body that has panels on each side that can be raised and kept open to display stock of replacement parts in the shelving on the outside of the body. This arrangement makes the stock 100 per cent visible, and serves the same good purpose as stock on open tables does in the 5-and-10-cent stores. Items can be seen easily by the customer; they can be handled by him, and they can be assembled quickly for filling orders. Space within the truck provides for auxiliary stock and also for transporting any pieces of equipment that the salesman may pick up for bringing into our machine shops. With such trucks as these, customers are not troubled by trying to inspect stock in close quarters within the truck itself. When raised the panel sides are out of the way, and they provide shelter against the sun and rain. The driver-salesman has comfortable quarters in a closed cab with ample glassed-in space to make vision easy in driving.

Salesmen of Bowen Brothers, San Antonio, cover a wide territory, selling and delivering simultaneously

Replacement parts are not such beautiful items in themselves, but they look well when boxed, and we impress upon our salesmen the value of keeping their stock in clean and neat order at all times. The trucks are inspected and gone over every two weeks when they come in from the territories. So that they may present a good appearance at all times, they are repainted every six months, and they are completely overhauled once a year. All minor repairs, made on the road, are stood by the salesman, who also pays for the gas and oil. Overhauling and cost of tires are met by the company.

The truck bodies are made for us in San Antonio. They cost about $750 each. The traveling stores, trucks, bodies and all, are owned by the company, and they are not rented to the salesmen.

Items are withdrawn from the warehouse stock for the traveling truck stores whenever needed. All goods for truck merchandising are packed in units of convenient size and kept in stock to expedite loading. As he stocks his truck, the salesman signs for each unit. A physical inventory of the stock on each truck is made every 30 days. This inventory, with the invoices mailed in by the salesman in question during the month, acts as adequate means of accounting for every item that the salesman withdraws from stock.

A perpetual card inventory system is used in keeping track of stock in the company's warehouses. From the stock manager's desk in the center of the warehouse floor, it is easy to check up on counts on the cards through making a physical inventory when such is deemed necessary.

Salesmen are required to make a daily report on a blank, designed for the purpose. This form has columns for the invoice number of each cash sale, name of customer, net truck sale,

TURN TO PAGE 77, PLEASE

THE TRUCK INDUSTRY— FIGURATIVELY SPEAKING

WHILE domestic sales in December were still well below the December, 1929 total, as indicated by the statistics below, a percentage comparison reveals the gratifying fact that the drop was only 25 per cent, which is a considerable improvement over the six preceding months. Sales for the year, however, were off slightly more than 28 per cent from the 1929 total. But here again a bright aspect is seen in the fact that the comparative improvement in December prevented a dip into the thirties.

Production for the year was short 257,540 units, or 31 per cent, of the 1929 total, while exports for the year closed 45 per cent below the 1929 level.

Domestic New Truck Registrations by Makes and Months

	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge	Fageol	Fargo	Federal	Ford	G. M. C.	Gotfredson	International	LaFrance-Republic	Mack	Moreland	Relay	Reo	Rugby	Schacht	Selden-Hahn	Sterling	Stewart	Studebaker	White	Willys-Overland	Total Sales Including Miscellaneous
January.....1930	160	249	8,754	242	1,608	41	186	169	13,233	727	12	1,835	43	345	51	28	698	90	21	30	145	97	104	413	440	30,241
January.....1929	135	249	6,169	302	2,368	71	169	204	13,019	1,178	43	2,158	43	372	60	52	946	103	5	14	101	113	121	412	235	29,375
February.....1930	135	235	10,332	207	1,269	43	152	162	14,008	552	4	1,928	44	298	29	30	565	67	20	23	74	155	91	320	431	31,882
February.....1929	129	247	10,288	276	2,009	44	159	190	13,313	1,022	28	1,939	68	388	62	39	830	73	5	9	87	134	93	339	316	32,565
March.....1930	195	384	13,011	264	1,595	48	157	228	19,551	936	10	2,364	55	452	56	45	682	62	27	16	106	265	102	407	559	42,182
March.....1929	230	410	16,062	370	2,632	73	244	262	17,797	1,330	22	2,526	52	752	70	47	1,240	87	25	21	113	172	210	508	455	46,348
April.....1930	216	492	14,055	300	1,684	52	153	252	21,757	1,242	7	2,740	71	566	57	61	903	47	47	24	147	314	98	480	564	47,032
April.....1929	368	518	18,175	352	3,054	111	239	286	22,790	1,576	16	3,425	52	852	83	121	1,475	101	29	33	157	244	159	622	474	56,278
May.....1930	212	544	12,825	373	1,504	59	152	213	19,758	1,191	14	2,531	49	717	36	93	737	59	55	20	147	305	115	452	456	43,245
May.....1929	335	462	15,965	350	2,847	78	272	326	22,364	1,453	12	3,234	150	740	62	76	1,547	125	38	31	165	242	149	621	439	52,875
June.....1930	183	481	9,761	261	1,113	56	118	158	15,669	889	5	1,917	56	446	29	43	581	54	38	22	109	207	102	412	352	33,512
June.....1929	229	377	13,234	307	2,418	79	290	229	19,528	1,315	6	2,698	51	694	58	65	1,222	97	33	19	157	171	153	505	474	45,075
July.....1930	194	388	10,947	338	1,080	47	124	209	19,841	882	8	2,477	50	577	39	41	583	71	43	11	104	262	88	460	409	39,888
July.....1929	306	571	18,056	318	2,815	104	478	275	24,503	1,469	17	3,741	48	692	86	56	1,326	132	17	40	177	254	175	564	969	57,946
August.....1930	171	251	9,544	277	707	32	91	142	17,086	604	3	2,223	51	405	33	27	436	72	26	19	102	184	85	399	295	33,758
August.....1929	263	436	16,651	362	2,262	63	396	235	22,405	1,274	4	3,188	70	646	61	72	1,212	135	24	31	176	255	116	598	841	52,540
September.....1930	171	191	9,716	217	1,018	33	60	155	17,531	622	5	1,827	63	360	41	25	402	75	21	12	92	172	102	317	249	33,933
September.....1929	290	348	15,337	268	2,381	46	382	239	19,470	1,003	12	2,731	52	481	46	48	1,028	120	16	27	96	146	144	487	769	46,561
October.....1930	186	265	8,485	144	1,738	28	60	174	18,155	678	3	1,797	58	391	23	30	357	56	26	13	91	177	198	321	252	34,237
October.....1929	288	394	15,815	295	2,645	61	353	280	20,978	1,199	18	2,797	82	623	56	63	1,140	116	36	26	155	206	124	627	764	49,885
November.....1930	119	205	5,453	137	1,243	31	24	145	11,487	378	5	1,145	33	214	8	29	256	38	18	9	52	100	258	225	141	22,012
November.....1929	241	305	9,673	235	1,716	43	220	208	15,550	772	7	1,628	45	399	38	39	689	73	24	9	101	131	102	443	462	33,634
December.....1930	71	105	5,407	121	1,008	14	19	89	9,046	350	2	935	25	176	24	18	226	27	17	7	58	74	213	192	134	18,665
December.....1929	142	215	5,380	156	1,369	19	173	120	11,258	637	5	1341	34	280	44	34	537	67	26	3	93	96	107	397	320	23,271
12 Months....1930	2,013	3,790	118,290	2,881	15,567	484	1,206	2,096	197,122	9,051	78	23,719	598	4,947	426	470	6,426	718	359	206	1,223	2,316	1,556	4,398	4,282	410,587
12 Months....1929	2,941	4,533	160,892	3,590	28,567	792	3,383	2,853	223,405	14,248	189	31,434	815	6,823	726	713	12,894	1,230	280	267	1,577	2,163	1,661	6,121	6,536	526,835

Truck Production

(U. S. and Canada)

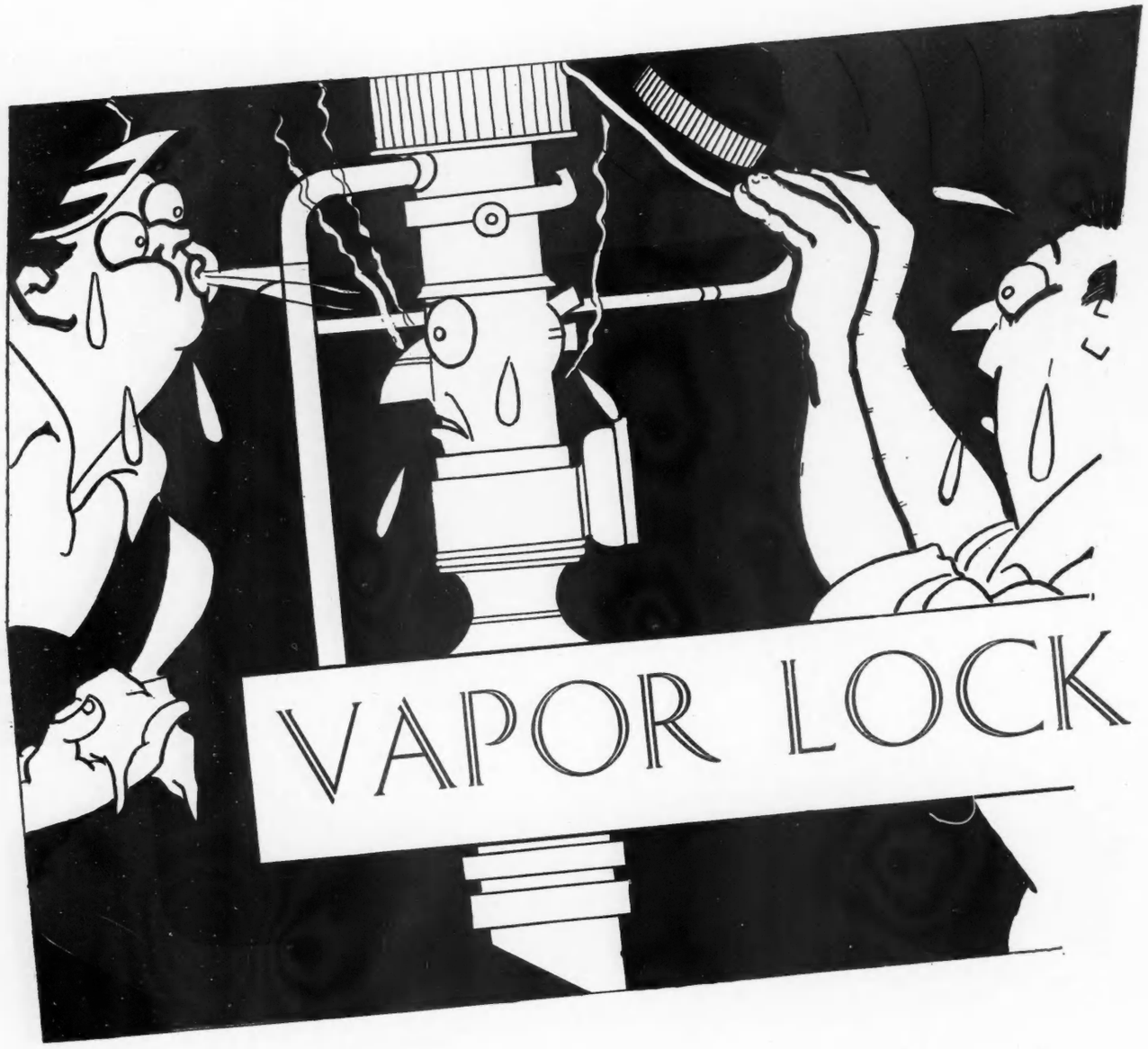
	1931	1930	1929
January	33,521	38,557	57,765
February	.....	51,087	65,950
March	.....	66,555	79,587
April	.....	71,238	91,855
May	.....	58,496	94,940
June	.....	48,458	98,164
July	.....	42,099	78,703
August	.....	41,209	59,985
September	.....	44,301	54,683
October	.....	39,673	66,235
November	.....	34,665	50,365
December	.....	32,928	28,579
		569,271	826,811

Foreign Truck Sales

(Comprise Exports, Foreign Assemblies and Canadian Production)

	1931	1930	1929
January	15,544*	20,282	23,119
February	.....	14,015	30,905
March	.....	19,142	39,872
April	.....	22,721	33,378
May	.....	21,733	28,838
June	.....	15,412	32,176
July	.....	12,611	38,623
August	.....	13,268	29,120
September	.....	13,321	23,084
October	.....	10,868	23,505
November	.....	11,933	19,609
December	.....	12,062*	16,700
12 Months Total	.....	187,368	338,929

*Estimate



VAPOR LOCK

By James W. Cottrell

AN engine which after stopping on the road for no apparent reason condescends to start again in a few minutes after the driver has lifted the hood and found nothing wrong is a puzzle for trouble shooters. During last summer many shops were called upon to solve this riddle and, unless all signs fail, they will have the same trouble again next summer.

Similar in nature is the trouble with engines which quit idling after a long, hard run in hot weather. The engine pulls very nicely up hill or at high speed on the level, but stops after a short period of idling. As in cases of stopping on the road, engines respond to the starter after the driver has wasted a lot of time trying to find out what is wrong. Sometimes the driver puts in a call for a service car, and he comes in for a lot of kidding when the engine starts up as soon as the trouble shooter arrives.

Drivers and shop men are displaying no ignorance when they are puzzled by the trouble. It is due to a condition which has engaged the attention of truck manufacturers, service engineers, oil refiners and the United States Bureau of Standards.

Vapor lock, which is the cause of these engine antics, is a term used to denote a failure of supply of fuel to an engine because of formation of vapor or gas in the fuel line, vacuum tank or pump, or the carburetor itself. Vapor is formed when temperature of fuel, at a given point, is above that at which the lighter part of the fuel gives

Cracked Ice for Roadside Parties

An engine which becomes "balky" during hot weather may be the innocent victim of an attack of vaporlock. The engine stops without excuse and starts again without repairs. At times it seems too lazy to idle after a long run.

Vaporlock is a stoppage of flow of fuel to, or through, a carburetor by formation of vapor in overheated gasoline. Part of the heating takes place in the gasoline tank, part in the gasoline line and the remainder in vacuum tank or gasoline pump and the carburetor.

The trouble can be cured.

—A New Way to Have a Hot Time

off vapor. This temperature varies with different gasoline and, of course, actual temperature in a fuel supply system varies according to operating conditions and temperature of outside air.

The cause of vapor lock, therefore, is heat. If there is too much heat, vapor lock will take place and the engine will stop. After stopping, the system cools off a bit and the engine runs again. The reason vapor lock sometimes takes place during idling after a hard run is that circulation of air caused by fan and forward motion of the truck is suddenly stopped. At this time, engine and exhaust lines are still hot and temperature of the fuel supply system increases.

Both vehicle manufacturers and oil refiners have been blamed for vapor lock. When vapor lock takes place, it may be due to overheating of some part of the fuel supply system, which might be avoided, or it may be due to the fact that the gasoline being used is too volatile. Easy starting requires that gasoline vaporize easily. Demand for easy starting and for freedom from vapor lock are directly opposite qualities in motor fuels.

Gasoline is not a single uniform liquid. Ordinary gasoline is a mixture of several different liquids of a similar nature but having different characteristics. To insure starting, a certain percentage of light volatile fuel is used, a larger percentage is made up of heavier and less volatile gasoline and part of it is heavier than the average.

The lighter and more volatile percentage of gasoline is of importance in vapor lock. This is measured in terms of the temperature at which 10 per cent of a given sample of gasoline will boil. In ordinary production, according to field study by the Bureau of Standards, more volatile fuels are sold in winter than in summer, done to make it easier to start engines in cold weather and to make them operate better during the warming-up period.

The job of service men is not to design fuel systems nor to supervise oil refineries. Their job is to keep vehicles in their care in operation. They cannot go too far in the direction of choosing less volatile fuels and they are confronted with the practical problem of tracing fuel systems from tank to carburetor to find out what is causing overheating of the gasoline on the way to the carburetor outlet.

The Bureau of Standards recently collected figures showing actual fuel temperature in feed lines of passenger cars, trucks and buses, and results were reported by Oscar C. Bridgeman and Hobart F. White of the Bureau of Standards in a paper before the annual meeting of the S.A.E. in Detroit. Their investigations show that fuel is heated in the gasoline tank, in the gasoline line between the main tank and vacuum tank or pump, in the vacuum tank or pump, and in short line from tank or pump to carburetor.

VAPOR LOCK GIVES A HOT TIME

Tests made at 40 m.p.h. show that of 27 cars tested, average heating above atmospheric temperature taking place in the tank was 18 deg., the average heating up to the inlet of the vacuum tank or pump is 29 deg., heating up to the outlet of the vacuum tank or pump, 41 deg., and to the carburetor inlet, 42 deg. All cars, however, are not average, and the highest temperatures observed are of interest. A temperature of 63 deg. above atmospheric temperature was recorded at carburetor inlet of a run at 40 m.p.h. and temperature during idling after a long run or a hill climb of 86 deg. in the carburetor bowl.

Tests on bus fuel systems showed increase of temperature above atmospheric temperature at the carburetor inlet ranging from 16 deg. in an intercity bus to 90 deg. during idling.

"The temperatures (in a table accompanying the paper) are considerably higher than necessary, and it is felt that much can be done in the way of simple modifications which will go far to reduce fuel-line temperatures to reasonable values." The paper gives some points which should be kept in mind in designing fuel systems and they are of equal value to service men in making changes to overcome vapor locking tendencies in vehicles in use. The recommendations in the paper are as follows:

• Antidotes •

THE fuel line from the rear tank should preferably be on the opposite side of the vehicle from the exhaust pipe.

If this is not feasible, the fuel line should be run outside of the frame channel and in addition should be insulated from the exhaust pipe.

The fuel pump should be well insulated from the crankcase and shielded from the exhaust manifold.

The fuel pump should be so located that it will get its full share of cooling from the air stream (from the fan and forward motion of the car).

Dealer and factory branch service stations and fleet owner shops interviewed during the course of investigation on vapor lock by COMMERCIAL CAR JOURNAL found a number of remedies for the trouble which are simple and well within reach of any shop.

Vapor lock was caused in one truck by overheating of the carburetor by the intake manifold riser, which its exhaust heated. Using a gasket of asbestos ¼ in. thick between carburetor and intake manifold, as shown at right, overcame this problem.

On a heavy-duty truck, vapor locking was caused by the gasoline line being parallel with the exhaust pipe from rear of the chassis to the dashboard. A service manager found, by experimenting, that moving the gasoline line to the opposite side of the frame cured the trouble.

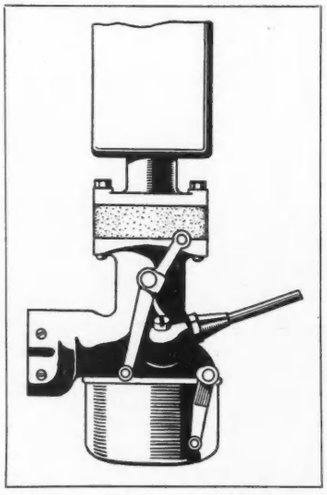
Better circulation of air in the engine compartment overcame vapor lock on another truck. The truck was equipped with an armored steel body, and the drivers complained of heat in the driver's compartment. The service manager placed a metal shield over the exhaust pipe to keep heat from the floor boards and cut out a section of the sheet-metal pan between engine crankcase and frame side-rail to allow air from the fan to escape more easily. This change, which brought about a much greater flow of air from the fan around the carburetor, cured the trouble.

Placing the engine fuel line from the gasoline tank up to the carburetor under pressure instead of suction overcame vapor lock on a bus. Electric fuel pumps were placed as close to the tank as possible, and they pumped the fuel up hill through the pipe to the carburetor. The effect of this arrangement is to put the fuel under pressure and so raise the temperature at which vapor will form.

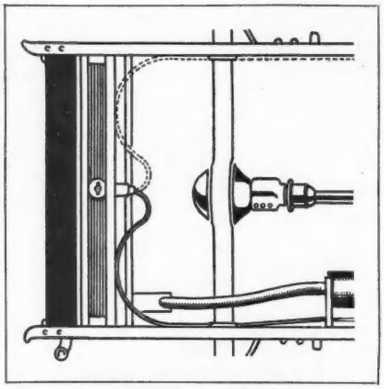
This experience coincides with a statement in the paper to which previous reference has been made, that "it is felt that the introduction of fuel pumps has been more responsible for the widespread occurrence of vapor lock than has any increase in the average volatility of fuels during the last two years."

Several observers report that fuel pumps bolted to engine crankcases reached temperatures as high as 200 deg. Fahr., and this temperature is sufficient to cause vapor lock.

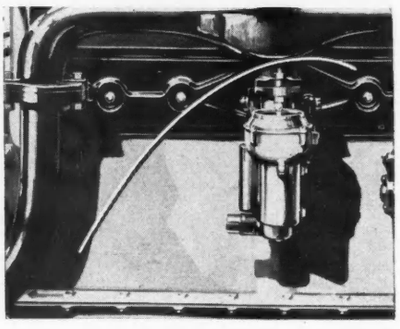
In actual service work it will seldom be necessary to apply all of the remedies for vapor-lock trouble. In most instances the service man will look for the part of the fuel supply system which reaches the highest temperature and take steps to reduce temperature at this point. In extreme cases he may find it necessary to resort to all of the expedients to keep gasoline from becoming overheated on its journey from tank to carburetor. On certain engines the carburetor is very close to either the exhaust manifold or the exhaust pipe and it may be expected that when these parts become red hot that a lot of heat will be radiated into the carburetor itself. In applying sheet-metal shields to carburetors, it must be borne in mind that while insulation from hot metal parts is desirable, the shields must not prevent flow of air around the carburetor.



A thick asbestos gasket keeps manifold heat from carburetor



Gasoline lines should not be placed near exhaust pipes



A shield installed to cause air to sweep over the carburetor

THE AGONY CORNER

FOR SERVICE MEN

The services of this department, conducted by an expert in truck mechanics, are available to all readers without cost. Send your maintenance problems to The Agony Corner. The solutions will be mailed promptly

Spindle Bolt Break

Wear in the king-pin hole in a front axle was the cause of breakage of spindle bolts, similar to that reported in the January Agony Corner, according the report by George W. Brisbin, auto engineer of the Columbia Natural Gas Co. "To overcome the trouble, we found the only answer to be the replacement of the axle or I-beam," he reports. Wear in the king-pin hole allowed sufficient motion in the draw-key to cause the breakage. He advises the use of the late type king pin which has rounded instead of square-cut draw-key slots.

The wear does not appear to be enough to cause breakage, but any taper from top and bottom of the hole causes heavy strains on the key, which eventually results in breakage at this point.

Before the axle was replaced, this shop rebushed and installed new pins about five or six times. Since the new axle was installed, almost a year ago, there has been no further trouble.

Trailer Rear Warning

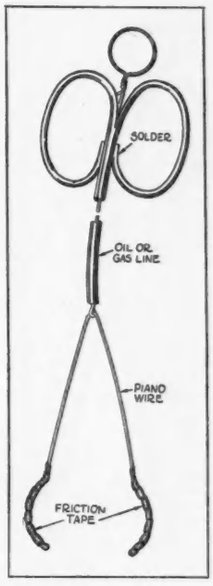
When long poles or pipe are hauled on a pole trailer, the ends stick out so far beyond the trailer axle that ordinary tail lights cannot be used. During the daytime a small red flag is hung on the end of the load, but it is no small task to keep these flags at hand when needed.

Both these difficulties are overcome by a combination flag and tail lamp developed by S. C. Phillips, superintendent operation, Sinclair Oil & Gas Co., Tulsa, Okla. The unit, which can be attached to either poles or pipe, is carried on the truck or tractor at all times.

The assembly comprises a piece of steel plate 10 by 14 in., painted red, to which an ordinary tail lamp is fastened. On the back of the plate is a double attachment bracket. The lower part is a sharp triangle with saw teeth on the edges for driving into the end of poles. Above this is a bracket with thumb screw for fastening to end of pipe.

Current for the tail lamp is carried from a spring-loaded reel on the truck. No ground connection is available on a trailer and the line is double with a double socket.

When the trailer is traveling without load the assembly is attached to the end of the trailer. In case the trailer is detached the unit is fastened to the end of the truck frame.

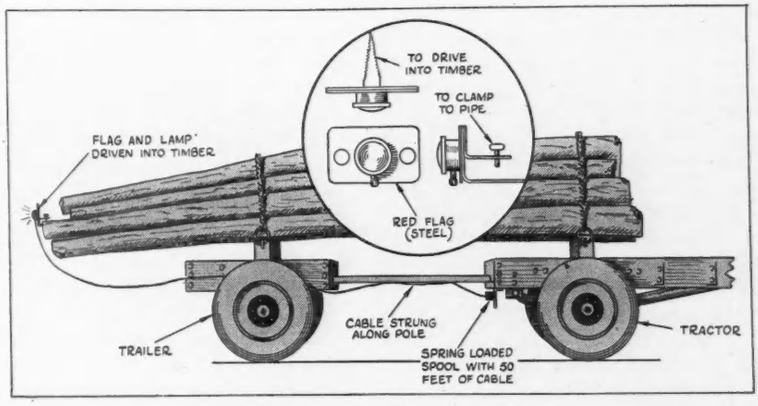


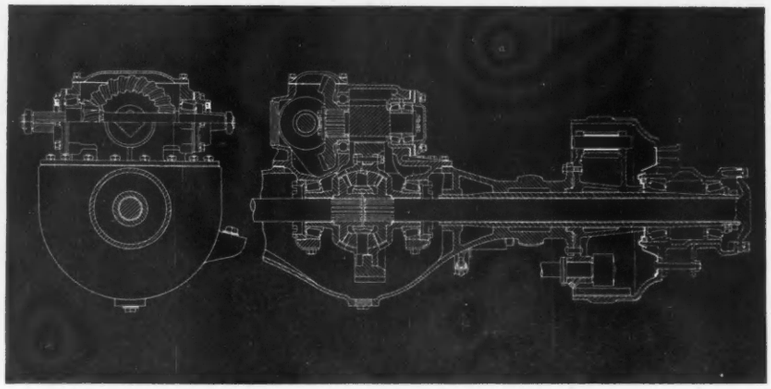
Glass Easers

Another Fish Hook

A variation of the fish hook described in the Service Hints page in the September, 1930, issue is used by a fleet maintenance man in Philadelphia for removing broken glass from cab doors. The difference is that the ends of the forked wire are formed in arcs of circles and wrapped with friction tape to give a good grip on pieces of glass. The copper tubing and center wire are the same.

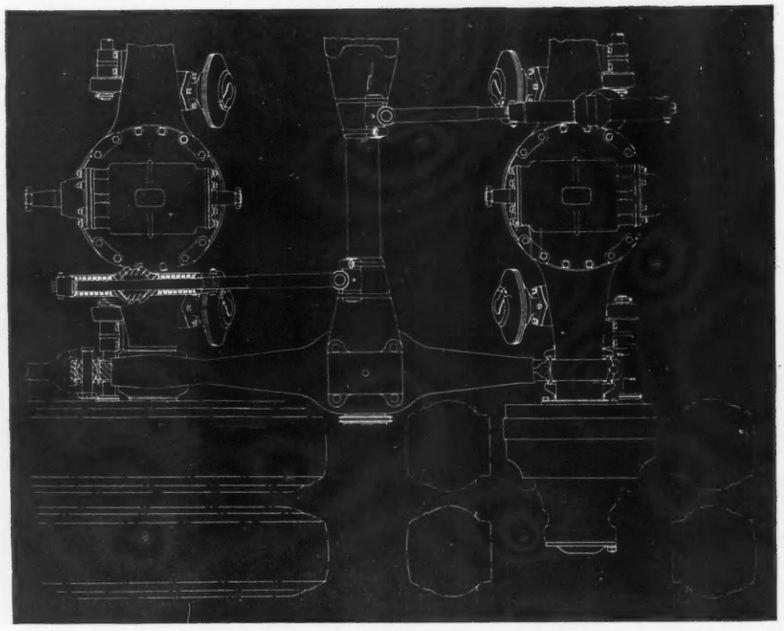
Brightening up the overhang





Through drive on forward axle of double gear reduction unit is provided by placing ring gear outside of the shaft bearing and providing the shaft with two roller bearings and one ball bearing

TIMKEN MAKES ASCENT



Two torque rods with double springs at axle ends are used instead of four rods as used on 300 and 400 high pressure series

THE Timken-Detroit Axle Co. has expanded its line of four-wheel-drive tandem axle units to include four new models carrying dual balloon tires. The new units, which are comparable in carrying capacity to the high-pressure tire SW 300 and 400 series are offered with either worm or double-gear reduction drive. The worm-drive units are designated SW 310 and SW 410 while the double-reduction units are labelled SD 310 and SD 410.

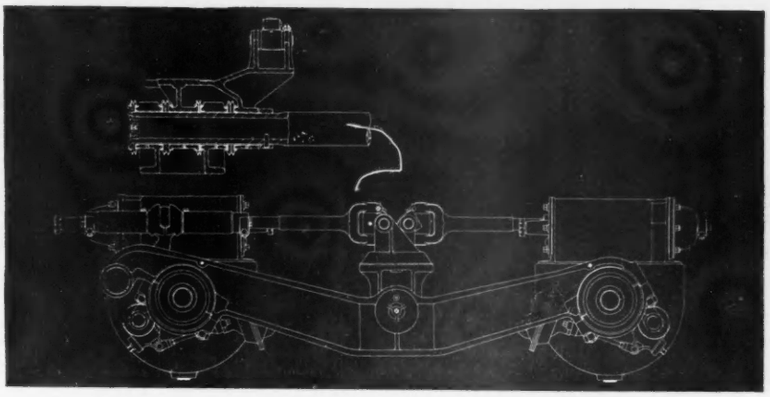
To keep within the 96-in. overall width limit imposed by many states a number of modifications from the original SW high-pressure tire series, described in the May, 1929, issue, page 38, had to be made to accommodate low-pressure tires. To permit use of 10.50 dual balloons the track was decreased, and the wheelbase of the unit increased from 46 in. to 52 in.

The larger tires have a load rating approximately 20 per cent higher than the largest tire it is possible to use on the preceding SW series axles. Some sacrifices, of course, had to be made to permit use of these tires. This took the form of a reduction in maximum permissible frame width to 34 in. with narrower spacing between spring pads than formerly and greater side clearance between bearings of the equalizer beams and spring pad brackets on the central cross tube. This greater clearance also provides for increase in angle which results when one wheel is raised and the opposite wheel depressed on a rough spot. Leather boots are provided to prevent entry of dirt into the bearings through the larger clearance spaces.

A distinct change in design over former models is substitution of two torque rods with cross-pin connections to central tube for the four ball-stud type torque rods formerly used.

While the new units are designed primarily for use of Westinghouse air brakes, provision can be made for hydraulic on the smaller SW 310 axles.

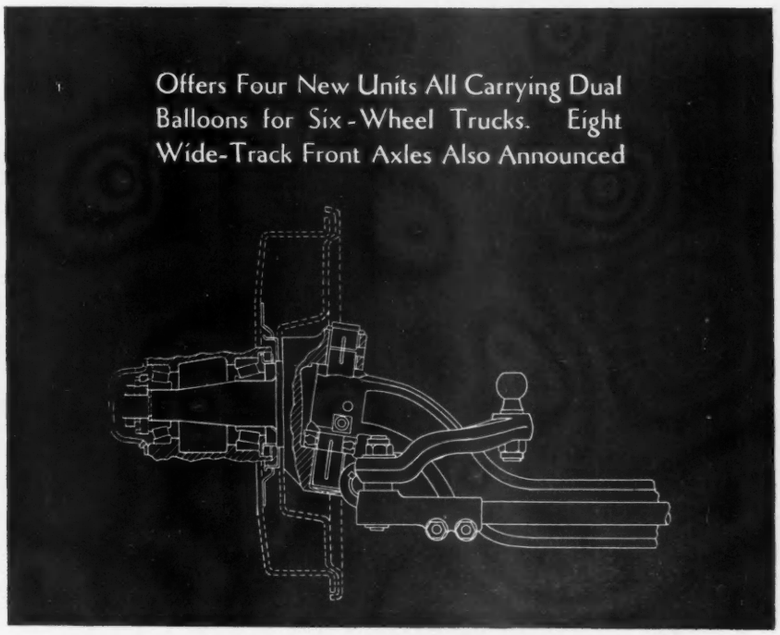
Extending the Timken policy of making heavy-duty axles available in either worm or double reduction gear drive called for some change in design of the front axle in double gear reduction units. Through drive on the forward unit was achieved, as shown by Fig. 1, by reversing position of the bevel ring gear and placing it on the overhanging end of its shaft. This shaft is mounted on three bearings, a large ball bearing near the gear for radial loads and two opposed Timken



Narrower frame width gives greater clearance between central tube and bracket bearings. Boots protect these clearances from dirt. The load beam carries provision for radius rods, if desired

WITH BALLOON TANDEM

Offers Four New Units All Carrying Dual Balloons for Six-Wheel Trucks. Eight Wide-Track Front Axles Also Announced



One of the new series of Timken front axles. They provide wider tracks and turning angles. Axle centers and steering knuckles are heavier

bearings at the other end for both radial load and thrust.

The gear housing in the front unit is off center 1½ in. to reduce angularity of the unit's propeller shaft caused by taking drive through the bevel gears of the forward unit. Angle of the shaft is less than operating angles of the high pressure tire units.

Housings and shafts for front and rear axles of the double gear-drive units and, of course, the gear carrier cases and their component parts of the front and rear units, are not interchangeable. Otherwise the SD series six-wheel units are identical with their worm-drive prototypes, wheelbase, track, equalizer beams, hubs and other parts, being interchangeable.

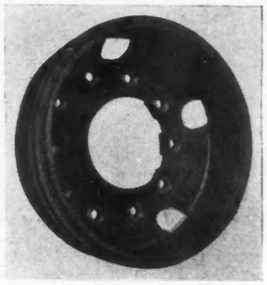
In designing the new units every effort was made to maintain interchangeability as far as possible. Hubs, axle shafts, etc., of the SW 310 series are interchangeable with parts of the Timken 65720 worm-drive axle and parts of the 410 series are interchangeable with those of the Timken 66720 single rear axles.

Timken's new series of front axles provides wider tracks for greater front wheel turning angles with larger tires. A number of these axles are also available in a "modified" wide track, having somewhat shorter spacing between spring pads. These cover the four smaller sizes, and provide for differences in frame width, with same effective shorter turning radius.

Capacity has also been increased in these axles through the use of heavier axle centers. Steering knuckles are also heavier, and are of the reverse Elliott type with inclined knuckle pins of large diameter. Steering cross tubes are of the ball and socket type, adjustable for length, and provided with automatic take-up for wear. Wheel camber is one degree. A universal mounting has been provided to allow for the installation optionally of Lockheed hydraulic, Bendix Duo-Servo, or Westinghouse air brakes. Cast alloy or stamped steel brake drums are optional on all 16-in. diameter brakes, with cast alloy standard for all 17¼ in. brakes.

Effective lengths of steering arms are somewhat greater than formerly, to provide both for the higher maximum wheel angularity (up to 40 degrees) and for the longer pitman arms found on many trucks due to the mounting of the steering gear on top of the frame for powerplant clearance.

A. C. F. BRAKE DRUMS

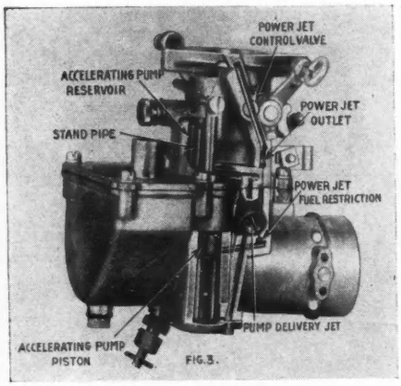


CHROME-NICKEL alloy cast-iron brake drums, which have been standard equipment on all types of A.C.F. buses for some time before they were made commercially available, have a war-time background. When the American Car & Foundry Motors Co. was making shells, output was limited by the short life of the steel piercing points on the hydraulic forcing presses. The points failed to stand up under the heat and crushing pressure. After considerable experimentation an alloy to withstand these conditions was developed and satisfactorily used. The metal was known as chrome-nickel and points made of it lasted 20 times as long as formerly.

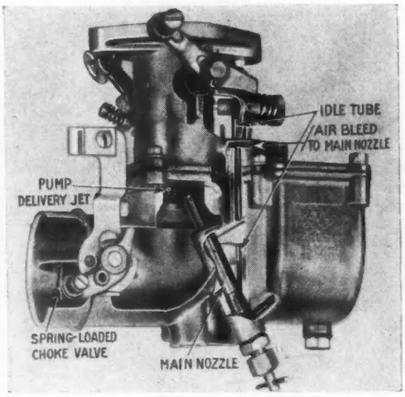
Later, as load and speed conditions in motor transportation changed, requiring brake drums to accommodate extreme heat and greater pressures and to be made of a material that would not score, mutilate brake lining, flake or warp out of shape, the engineers of the American Car & Foundry Company decided to use the chrome-nickel alloy for this purpose.

The alloy is of extremely dense structure. The content is uniform, maintaining a Brinell hardness of 260-275 and possessing tensile strength of 45,000-60,000 lb. per sq. in.

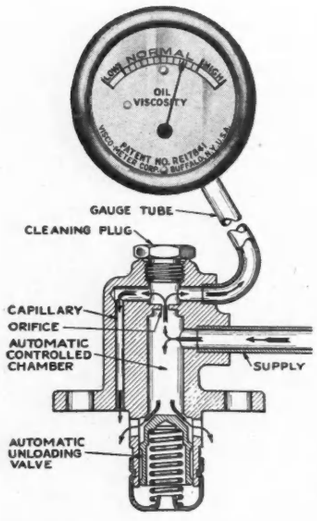
TILLOTSON CARBURETOR



TILLOTSON MFG. CO., Toledo, Ohio, announces the development of a new model "J" carburetor. This new model is being manufactured in a number of sizes to meet the requirements of engines ranging from 30 to 95 hp. Simplicity of design and compactness are among the advantages claimed for the new model. With the exception of the accelerating pump, which is operated directly by a lever on the throttle shaft, there are no auxiliary floating parts. To reduce wear to minimum all wearing parts are sealed against the entrance of dirt, and the throttle shaft is mounted in steel bushings. The body castings are made of zinc die castings, thus assuring uniformity of dimensions and a considerable reduction in the weight. Accompanying cutaway views of the right and left sides of the carburetor show details of construction and operation.



VISCOSITY METER



THE Visco-Meter, an instrument for measuring and indicating viscosity of oil in engine crankcases, manufactured by the Visco-Meter Corp., Buffalo, N. Y., may be installed on engines with lubricating pressure of at least 8 lb. per sq. in.

Resistance of flow of oil under uniform pressure through a hole of fixed size and a long coil of tubing depends upon the viscosity or body of the oil. This resistance is measured in this device and is indicated on a dial on the dashboard on a scale reading from 30 to 600 seconds on the Sayboldt scale. Design and operation are illustrated graphically. The course of the oil is indicated by arrows.

Pressure in the device is limited to 5 lb. by a spring loaded valve, oil is led through a calibrated orifice and coil of tubing back into crankcase. Pressure in this line is led to the dial on the dash. Owners of trucks can set a standard of viscosity which indicates need of drainage and then change oil according to the instrument rather than on a pre-determined mileage basis.

This device also shows up unproven oils, excessive dilution from badly fitting rings, overheating of engine, oil leaks, faulty oil pumps and dangerously low pressures.

"Declaration of Policy Deemed Necessary to the Continuance of Adequate Transportation Service to the Public," and adopted at a meeting of the railway executives late in 1930.

"Let me read to you," Mr. Chandler went on, "what the railroads believe truck and bus legislation should cover. I quote from their recommendations as published herein:

"'A. Extending jurisdiction of the regulatory authorities over commerce carried by such agencies.

"'B. Certificates of public convenience, after proper showing.

"'C. Proper protective requirements for financial responsibility and surety bonds for insurance.

"'D. Adequate requirements for just and reasonable rates, both maximum and minimum, with provision for publication thereof and adherence thereto, and proper inhibition against undue and unjust discrimination.

"'E. Proper service requirements.

"'F. Adequate authority for rail carriers to operate such facilities, without discrimination in favor of other agencies in the same field.

"'G. Adequate provision for privilege or license fee imposed on all motor vehicles for hire or profit using highways, so as to properly participate in construction and maintenance costs of highways.'

"The final paragraph of the 'Declaration of Policy,' is as follows:

• Grotesque Rhetoric •

FOR the policies recommended herein by the Association of Railway Executives they bespeak the earnest and thoughtful consideration of the public, from the standpoint of *national interest* in maintaining, in the highest degree, adequate and efficient transportation in modern form, with equal opportunity for all.'

"The last paragraph is a very high-sounding bit of rhetoric, but in view of the attitude of the carriers on trucks and buses, some of the yearning expressed for legislative control is grotesque. I cannot understand these railroad men at all. These men who, a few years ago, were classed among giants of business, now present the pitiful spectacle of running to cover, seeking protection against motor vehicle competition. They seem to be in a panic over the present situation. The only thought that seems to be running through their minds is that they can save themselves by legislation intended to hamstring trucks. They seem to be under the impression that, having had a monopoly of the transportation business for so many years, anything which now interferes with that monopoly, or any improved form of transportation which will take away from them the business they have heretofore enjoyed, is an infringement upon their divine rights.

• About Face •

INSTEAD of looking the situation squarely in the face," declared Chandler with emphasis, "and instead of taking steps to meet the competition, they seem to have collapsed, and their minds appear to be unable to function because of the blow inflicted by the motor truck operators. It makes me tired, and it is not fair to shippers."

"To what do you attribute the popularity of truck transportation?" Mr. Chandler was asked. He replied:

"To service. Service and rapid deliveries. Nothing else. And, too, the railroads themselves are largely responsible for the growth of motor truck operation. It dates back to 10 or 12 years ago when several railroad executives came to the conclusion that short-haul-less-than-carload traffic did not pay, and that the carriers would be better off without it. At that time I insisted the railroads were wrong, and unless they could substantially reduce the force engaged in the handling of freight moving through their freight stations, and thereby eliminate a substantial part of the overhead of handling less-than-carload traffic, they were ignoring one of the fundamentals of manufacturing.

"In other words, I told them then, and I tell them now, that as long as they can increase the number of units handled, without increasing their overhead they are increasing their profits, or decreasing the cost per unit of all their business. This principle appears to have been overlooked by carriers.

"Another thing," went on Mr. Chandler, warming to his subject, "Railway executives and others interested have dwelt at length upon the failure of motor truck companies to protect the interests of the shipper without knowing, apparently, anything about the extent to which motor truck companies *do* protect the shipper, or without seeming to know that the shipper, as a general rule, has sufficient intelligence to protect his own interest. It's all a part of widespread dissemination of such misinformation respecting the taxation and operation of motor trucks engaged in common carrier service. In short, I believe the railroads should:

"1. Stop complaining.

"2. Stop their propaganda.

"3. Stop their misrepresentation."

"Would you care to develop your comments on the seven recommendations made by the Association of Railway Executives, Mr. Chandler?"

"Why not?" he said briskly. "And first of all let me say that in the recommendations of the association covering highway transportation, the carriers have gone rather far afield in that they are posing as voluntary protectors of the shippers without being requested to do so. We don't want gratuitous protection; we want service and rates. The shippers are fully able to protect themselves against failure of highway carriers in the matter of responsibility, insurance and service. I take the following position:

"That until definite need is shown for regulation for the protection of the shipping public, I am opposed to Federal regulation of interstate motor truck common carriers which are now giving a character of service which the rail carriers not only *do not offer*, but which they have declined to give.

• Good With Bad •

FURTHER than that, I favor an amendment to the Interstate Commerce Act which would give the rail carriers and water carriers subject to the Act the right to make through joint rates with motor truck carriers—subject to all the provisions of the act properly applicable to such traffic; *but this is not to be construed as applying to strictly motor truck transportation where no rail-truck coordination exists.* In saying this, I am not unmindful that this coordination may result in one railroad tapping the local territory of another carrier, but it is obvious that if coordination is desired by the rail carriers, they must accept all of the disadvantages if they are to enjoy the advantages."

"Are we to assume that you favor railroads going into the trucking business?" Mr. Chandler was asked.

"You can assume," he shot back, "that I believe the railroads ought to be free to run trucks as well as anyone else. If they want to operate trucks through subsidiary companies for coordinated rail-truck service *only*, they should be allowed to do so most

TURN TO PAGE 50, PLEASE

A SPOKESMAN WHISTLES A WARNING TO RAILROADS

CONTINUED FROM PAGE 22

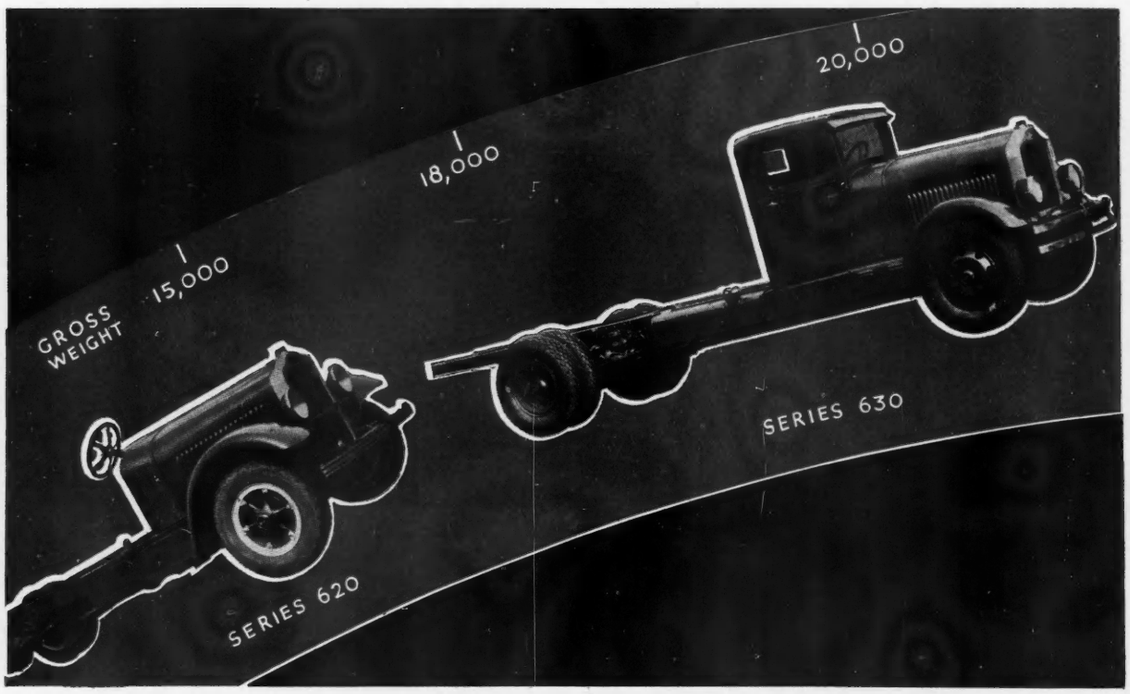
NEW WHITES HAVE

FROM the White Co. comes the announcement of three new series of six-cylinder truck models, providing a capacity range of from 15,000 to 32,000 lb. gross weight rating and meeting the varied hauling requirements in dump, freight and oil field operation. Eight chassis are included in the three series and are grouped as follows: 620 Series, two models from 15,000 to 18,000 lb.; 630 Series, two models from 20,000 to 24,000 lb., and 640 Series, four models from 20,000 to 32,000 lb.

All three series are characterized by unit mounted six-cylinder engines having seven bearing crankshafts; four wheelbase options longest at extra cost; four-wheel brakes; standard and oversize balloon and high pressure tires; cam and lever steering gears; electrical or mechanical fuel pumps; 35 to 50-gal. gasoline tanks; heat-treated reinforced pressed steel frames; full floating type rear axles, and drive through radius rods. Power take-offs for auxiliary drives also can be furnished and six wheel installations are available in the larger models, increasing gross weight ratings up to 40,000 lb.

The engines are overhead valve type Whites with synchronized two spark ignition, aluminum double strut pistons, seven-bearing crankshafts; pressure lubrication, oil filtering system integral with the oil pan, direct babbitted connecting rods and salt cooled exhaust valves. The same engine, the 4 x 5¼ in. Model 3A displacing 396 cu. in. and developing more than 75 hp., is used in the 620 and 630 Series. The heavy-duty series is powered by 4⅜ x 5¾ in. Model 1AB, which displaces 519 cu. in. and develops more than 100 hp.

Single plate clutches with automatic lubrication are furnished in the two smaller series, while two-plate type clutches with special spring loaded engagement and lubrication to ball bearing clutch throughout are employed in the 640 Series. Four-speed transmissions are provided in all three series, but an auxiliary transmission can be fitted behind the main transmission at extra cost in the 630 and 640 Series. The rear axles of the series vary both in capacity and drive. These differences are revealed in the accompanying box.



Specifications of Three New White Series

	620 Series		630 Series		640 Series			
	620	621	630	631	640	641	642	643
Capacity	15,000 to 18,000 lb.		20,000 to 24,000 lb.		200,000 to 32,000 lb.			
Wheelbases	145-157-174-195 in.		157-168-188-215 in.		157-180-195-214 in.			
Tires	8.25/20	9.00/20	9.00/20	9.75/20	9.00/20	9.75/20	9.75/24	10.50/24
Gasoline tank	35 gal.	50 gal.	35 gal.	50 gal.	35 gal.	35 gal.	50 gal.	50 gal.
feed	mechanical pump		mechanical pump		Autopulse			
Rear axle, drive	bevel		bevel	dble. red.	bevel	double reduction		
ratios	4.75 to 7.14		4.75 to 7.14	8.70 to 10.15	4.75 to 5.70	5.85 to 10.15	6.82 to 13.15	6.82 to 13.15
Frame	7 15/16 x 2 15/16 x 7/32		8 x 3 x ¼		8⅛ x 3 1/16 .. 5/16..section varies with wheelbase			
Service brakes	4-wheel hydraulic		4-wheel hydraulic		4-wheel driveshaft			
amplified by	vacuum booster		vacuum booster					
hand	internal driveshaft		internal driveshaft		internal driveshaft			
Springs, front	41 x 2½—10	41 x 2½—11	42 x 3—9	42 x 3—11	42 x 3—9	42 x 3—11	42 x 3—12	42 x 3—12
rear	54 x 3—14	54 x 3½—16	56 x 3½—12	56 x 3½—16	56 x 3½—12	56 x 3½—16	52 x 5—14	52 x 5—14
auxiliary	none	none	5-leaf	4-leaf	5-leaf	4-leaf	none	none

For more details see tables starting on page 63.

Radiator shells on all models are of attractive design, being of polished cast aluminum with removable core, flexibly mounted on the frame. Cooling is thermostatically controlled.

Although the four-wheel brakes of the entire series are of the two-shoe internal type, those in the 620 and 630 Series are applied hydraulically through

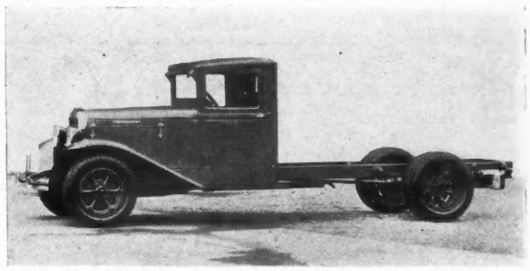
TURN TO PAGE 77, PLEASE

Three New Series, Including Eight Six-Cylinder Chassis, Provide Capacity Range of 15,000 to 32,000 Lb. Gross Weight

WIDE RATING SPREAD

$695 BUYS DIAMOND T 1-TON

Entire 1931 Line Also Is Improved



Diamond T Model 216, a new low-price 1-ton truck chassis

BESIDES improving its entire 1931 line in appearance, Diamond T Motor Car Co. announces introduction of two new-comers to its family, a low priced 1-ton job, designated as Model 216 and offered at $695, and a 4-tonner, known as Model 750. Although rated at 1-ton, Model 216 actually carries a maximum gross rating of 8000 lb. It is powered by six-cylinder 3⅜ x 4¼-in. Hercules engine, developing torque of 143 ft. lb. at 800 r.p.m.

A companion truck to Model T 216 is being featured by the company. It is a de luxe model which carries a special head, tail and parking lamps, a special chromium plated radiator and a special front bumper.

Model 750, rated at 24,000 lb. gross and designed for heavy-duty, high-speed service, is equipped with a 4⅝ x 5¼ in. Hercules engine displacing 529 cu. in., five-speed transmission, and double reduction axle.

Four-wheel hydraulic brakes are employed on all four-wheel models except the new 750, which is equipped with four-wheel Westinghouse air brakes. All models from the 2-ton Model 303 up to the 4-ton six-wheeler Model 801 are furnished with vacuum booster equipment. The three remaining six-wheelers are fitted with Westinghouse air. All eleven models of the line are supplied with options in wheel and tire equipment and in a wide range of wheelbase length.

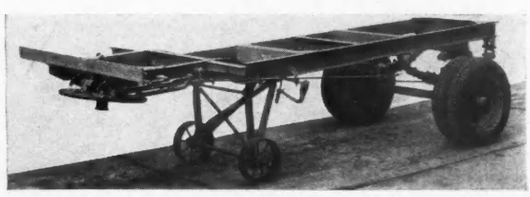
Standard cabs furnished with the Diamond T 1931 models are of the de luxe coupe type equipped with clear vision "VV" windshield, airplane type instrument panel with indirect lighting, deep spring cushions and side lights inside the cab. Insulation is placed between the cab and frame to absorb vibration and eliminate effect of frame weave on driver's compartment.

LAPEER-TRAILMOBILE CARRIES 3 TO 5 TONS

Available in Automatic and Manual Types

THE Lapeer and Trailmobile companies, Cincinnati, announce the introduction of a light-duty semi-trailer, designated as the 3-5 ton Dispatch. This new unit is available in both automatic and manual types; namely, Lapeer Automatic and Trailmobile Manual. The automatic type has over-riding brakes, which control the speed of the trailer; wide surface rollers on the upper fifth wheel; complete cab control, and an improved support leg. The manual type incorporates a Trailmobile type coupler providing angular coupling and is equipped with parking brake lever located on the side near the front.

Frames are of pressed steel with 6-in. rails of 2½-in. flange increasing to 6½-in. depth beneath center of load. A 3-in. drop in frame lowers loading height. Ahead of the drop the floor is built on the frame and back of the drop only 3-in. sills are necessary. Cross members are also of pressed steel reinforced by gusset plates. The body is supported in front by special cross angle iron and side brackets. The 2¼ x 3-in. forged chrome nickel steel axles are supported by silicon manganese steel semi-elliptic springs having bronze bushings in spring eyes. Brakes are of the internal type, expanding in 16 x 3-in. drums, and brake shafts float in dust-tight, grease-packed ball bearings; Budd wheels are standard and chassis lubrication is Alemite. The average weight of the Dispatch chassis with brakes is 2200 lb.; length, 15 ft.; width, 40 in.; height on 30 x 5-in. tires, 42 in.; spindles, 2⅜ in.; tread, 61½ in.



Trailmobile's new 3 to 5-ton manual Dispatch trailer

NEW RELAY TOTES 7½ TONS

Model 100-B Has 4¾ x 6-in. Six

New Relay 100-B heavy-duty 5½ to 7-ton truck model

MODEL 100-B is the name of a new 5 to 7½-ton chassis just announced by Relay Motors Corp., Lima, Ohio. This new member of the Relay line is equipped with a Buda GF six-cylinder 4¾ x 6 in. engine mounted in unit with a Brown-Lipe plate clutch and a Brown-Lipe four-speed transmission, a Relay axle, hydraulic four-wheel brakes and an 8-in. plate reinforced pressed steel frame. The fuel system consists of a 45-gal. gasoline tank located under driver's seat, an electric fuel pump, gasoline strainer and Zenith carburetor. Ignition is furnished by Auto-Lite and starting and lighting by Leece-Neville. Included in the cooling system is a unit mounted centrifugal pump, four blade V-belt driven fan and fin and tube type radiator supported by rubber cushions and springs.

The braking system consists of hydraulic four wheel brakes for service and an external type brake on propeller shaft for parking. Springs are semi-elliptic and drive is taken through radius rods of tubular construction. The Relay rear axle provides a standard gear ratio of 7.4 to 1.

The pressed steel frame, 8⅛ x 3½ x 5/16 in., is reinforced with heavy plate reinforcement at point of greatest stress and is supported on four semi-elliptic springs, 42 x 3 in. in the front and 56 x 4 in., rear. Steering gear is of the screw and lever type. Ignition switch is on dash and spark and throttle levers are on steering column.

Metal wheels are standard and are equipped with 9.75/24 in. balloon tires with duals at the rear. Regular equipment includes head and tail lights, indirectly illuminated instrument panel, speedometer and chromium-plated bright-wear.

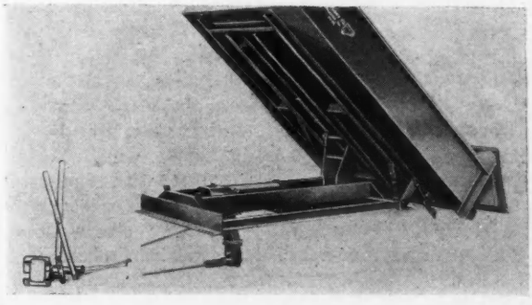
NEW ANTHONY HOIST HAS NO OIL PIPES

Lifting Element Is Built In One Unit

OIL conveying pipes have been entirely eliminated in the Anthony pipeless hydraulic hoist, the latest addition to the body and hoist line of the Anthony Co., Inc., Streator, Ill., which is furnished for bodies of one to two cubic yard capacities.

The hoisting element embodies a cylinder, storage tank and conventional gear pump built into a single compact unit which is mounted between the two sills of the body-supporting frame. The cylinder and piston are placed in a horizontal position just behind the front cross-member of the under structure. When lifting, the piston causes a two-legged lifting member with rollers to ride up tracks on the under side of the body. Control is from the cab and consists of a power take-off lever and hoist control lever. The storage tank, carrying an extra gallon of oil, prevents formation of air lock. Oil is supplied through a large filler hole at the top of the tank, which also serves as an inspection opening.

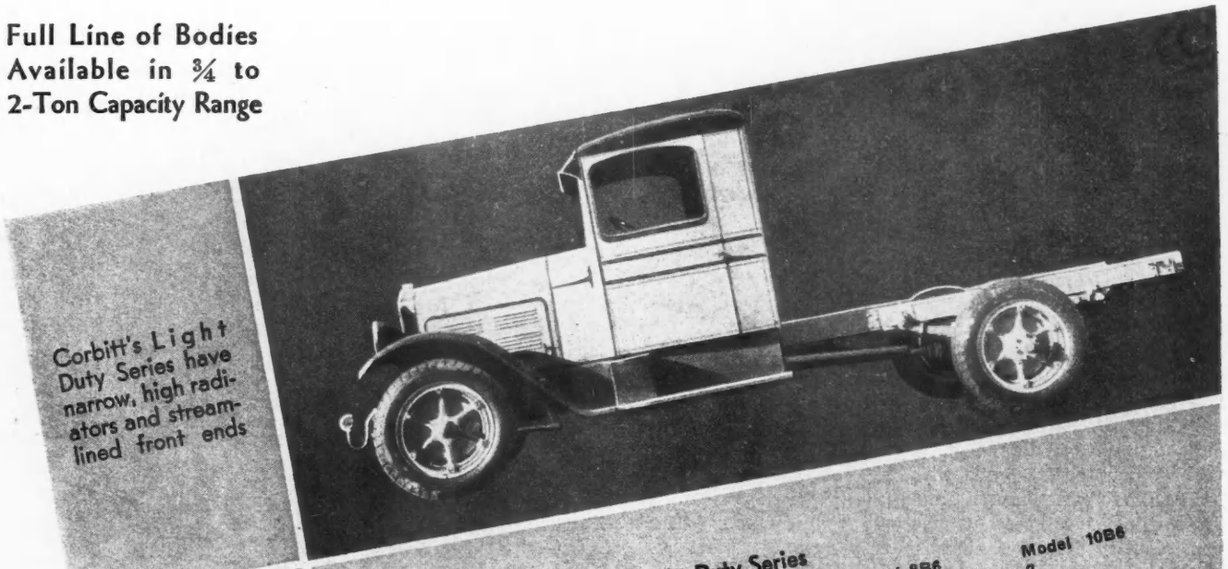
Bodies furnished with this hoist are three-point suspended to facilitate dumping on uneven ground, loading height is low, the bottom of the body only being 12 in. above the chassis frame and as the rear end of the body is level with the truck frame when in full dump position, full tail gate clearance is provided. Bodies are made of 10 gage sheet steel.



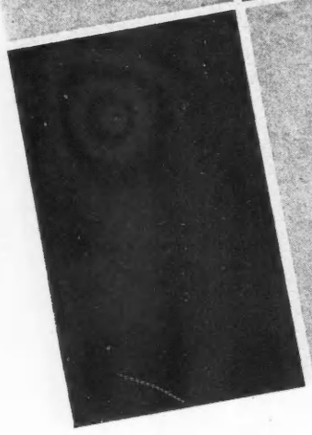
Anthony's new pipeless hydraulic hoist and 2-yd. body

CORBITT PUTS TONE IN THREE NEW LIGHT SIXES

Full Line of Bodies Available in ¾ to 2-Ton Capacity Range



Corbitt's Light Duty Series have narrow, high radiators and streamlined front ends



Specifications of Corbitt Light Duty Series

	Model 4B4	Model 8B6	Model 10B6
Ton rating	¾-1¼	1½	2
Vehicle gross weight	7,500	8,500	10,000
Chassis weight	3,200	3,275	3,380
Wheelbase	132 in.	136 in.	163 in.
Tires, front	30 x 5	6.00/20	6.50/20
rear	30 x 5	32 x 6	6.50/20D
Engine, make	Continental	Continental	Continental
size	4—3⅞ x 4¼	6—3⅜ x 4	6—3⅜ x 4
hp.	49@2800	61@3000	61@3000

For more details see table starting on page 63.

THREE new models, known as the Light Duty Series, are announced by the Corbitt Truck Co., Henderson, N. C. These new units, ranging in capacity from ¾ to 2 tons, are all of the same general pattern, comprising the same major units except engines. Appearance was stressed in design, attractiveness being obtained by the use of high, narrow, chromium-plated radiators, streamlined cowls and hoods with novel louver arrangement and passenger car finish. A full line of cabs and bodies including stake, open express, canopy-top express, panel and school bus are available on the three models.

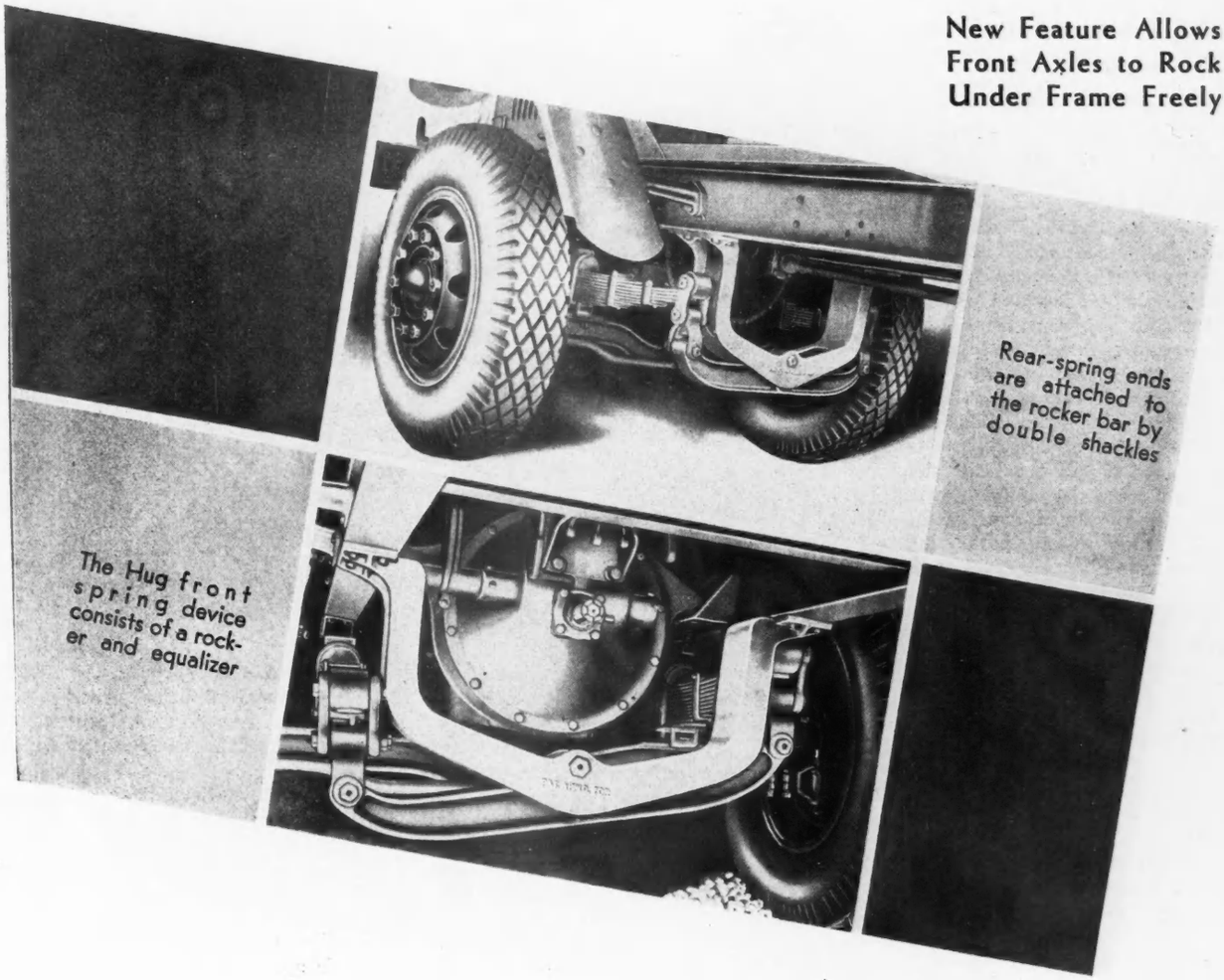
While L-head Continental engines are employed throughout, Model 4B4, rated at ¾ to 1¼ tons, is equipped with a 3⅞ x 4¼-in. four, developing 49 hp. at 2800 r.p.m., whereas Model 8B6, rated at 1½ tons, and Model 10B6, with a payload capacity of 2 tons, are powered by 3⅜ x 4-in. sixes, developing 61 hp. at 3000 r.p.m. Powerplants, including single-plate Brown-Lipe clutches and four-speed transmissions, characterize all three models.

Carburetion, starting, lighting and ignition are similar in the three chassis. The fuel system comprises an 18-gal. gasoline tank located under the driver's seat, Zenith carburetor, air cleaner, gasoline strainer and fuel pump. Delco-Remy equipment is employed for the electrical system.

Final drive is through a full-floating, spiral-bevel rear axle with a 5 2/3 to 1 gear ratio. The pressed-steel frames, 5⅝ x 3 x ¼ in., are supported by four semi-elliptic springs, 38 x 2¼ in., with nine leaves in front, and 50 x 2½ in., with 11 leaves rear. The 2-tonner also has a five-leaf auxiliary spring, 42 x 2½ in. The braking system consists of 4-wheel hydraulics for service and transmission drum for hand braking.

HUG EASES TWIST WITH FRONT SPRING ROCKER

New Feature Allows Front Axles to Rock Under Frame Freely



AN entirely new principle in front-spring mounting has just been announced by the Hug Co., Highland, Ill., and put into production on its Roadbuilder Trucks. Known as the Hug Front Spring Rocker, this newly patented device is designed for application to trucks operating over uneven roads, and more particularly to trucks used in excavation and road-building. Use of the rocker is claimed to allow the front axle to rock under the frame without twisting or breaking frame rails, thereby relieving strain on engine supports or hangers and eliminating twist of cab, radiator or hood.

The Rocker is simple in construction and operation. It is made up of a rocker bar and a special U-type rocker-bar equalizer. The ends of the rocker bar or cross-member are attached to the rear ends of the two front springs by double spring shackles, which allow full universal movement. The cross-member in turn is pivoted in the center of the U-type equalizer bar, the legs of which are attached to the under side of the frame rails at a point above the rear ends of the springs. The equalizer bar is of channel section, between the legs of which the rocker arm rides.

This new device, an exclusive Hug feature, was developed by C. J. Hug, president of the company, and his staff of engineers. Although production has only recently been announced, a number of Hug Roadbuilder trucks featuring the device were on public display for the first time at the American Road Builders Association Show held in St. Louis, as a Hug development.

Hug engineers say that the extreme stresses and strains to which the conventional type of truck is subjected in road-building work with resultant wear and tear on equipment and loss of time for repairs has been a major problem to operators using trucks in road-building and excavation work.

GRAHAM-PAIGE ADDS ½ TON

Priced at $895 With Panel or Screen Body

GRAHAM-PAIGE MOTORS CORP. has announced a new 150-in. wheelbase delivery car of 1000 lb. capacity listing at $895 with either panel or screen body. In general construction and appearance, the new model follows closely the previous Paige commercial car, retaining all its features of design. The bodies also are identical with those on the former model except that loading space is longer.

The powerplant is a Graham-Paige 3⅛ x 4½ in. six-cylinder engine displacing 207 cu. in. and developing 66 brake hp. Drive is through a single plate clutch, a three-speed transmission and a semi-floating spiral bevel gear rear axle providing a final reduction of 6.7 to 1. Service brakes are internal hydraulic on all wheels, while the parking brake is on the transmission. Wheels are wood and equipped with 5.50/18 in. balloons.

The side channels of the chassis frame run the full length of the body, eliminating unsupported overhang at the rear. Heavy rear bumpers are mounted at the end of the frame. Shatter-proof plate glass and electric illuminated visor signs are standard. A single key operates ignition lock, door lock and spare lock. Body floor boards are laid with an expanding steel seal between them.

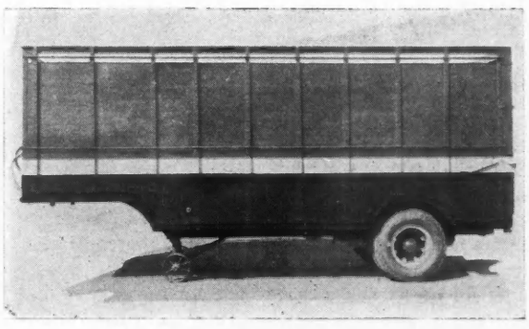
Graham-Paige ½-ton equipped with a panel body

FUHRMAN PRESENTS TWO SEMI-TRAILERS

Offered With Drop Or Straight Frame

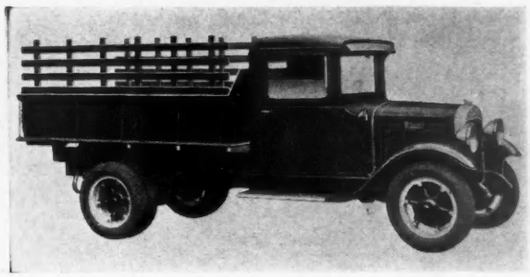
THE two-wheel and tandem-wheeled semi-trailers recently placed on the market by the Fuhrman Trailer Co., Canton, Ohio, are equipped with booster amplified hydraulic brakes or air brakes and built with either straight or underslung frame of 12 or 18 in. drop. Model S-6, the two-wheel 6-ton job, is furnished in five lengths ranging from 18 to 26 ft. and listing at $1,815 to $2,100. Model TT-8, the tandem-wheeled 8-tonner, is available in four lengths, 22 to 28 ft., at $2,600 to $2,800. These prices include brakes, tire equipment, front supports and fifth wheel. Oversize tires, drop frames and bodies are available at extra cost. The company also furnishes dollies equipped with 36 x 8 in. dual pneumatic tires at $1,050 for operators desiring to couple more than one semi-trailer to a tractor.

The fifth wheel is of the 30-in. tilting type and has a large slotted locking plate which turns 90 deg. for coupling. The 7-in. channel frame reinforced with channel cross members closely spaced is supported by two 3½ x 61 in. semi-elliptic springs. Cast steel, spoke type wheels are carried on 3½ in. tubular alloy steel axles. Braking equipment is optional, being either Westinghouse air or B-K booster amplified hydraulic. Standard or special types of wood or steel bodies are furnished at extra cost.



Fuhrman 6-ton semi-trailer fitted with van body

STEWART BRIGHTENS LINE



Stewart 1/2-ton model showing improved external appearance

New Cab and Panel Body Also Added

STEWART, in announcing its 1931 line, states that while no great mechanical change has been made, a number of minor refinements have been added. Appearance of the smaller models, ranging from Model 30 and 30X up to the 2½-ton model 32X, has been improved by the use of wider cowls and hood, thereby giving these models a streamline effect. Instead of louvers in the hoods of these models, oblong doors are now used. Cowl side lights also are standard in the new line. Besides redesigning the instrument board, a gasoline and temperature gage have been added. A separate switch for the lights is now used and the ignition has a key lock. Except for the addition of cowl side lights, no changes have been made on the remaining units of the Stewart line.

A new cab, which is roomier than those formerly offered, and which harmonizes with the new streamlined cowl and hood of Model 30 and 30X and 32X, has been designed. A semi-deluxe panel body is another new Stewart feature for the 1½-ton model. This body comes in 8 to 9 ft. lengths, is 46 in. wide between wheel housings and 52 in. high inside dimension. List price on the 8 ft. length is $450.

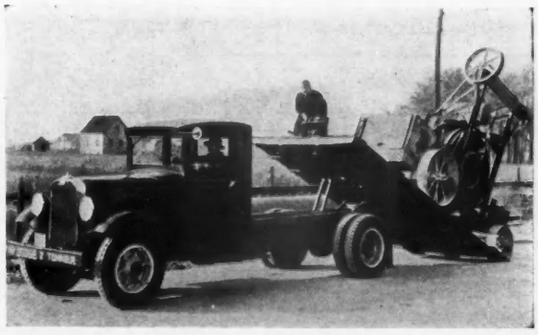
POWERMATIC RAMPS BODY FOR LOADING

Slides Loads to Ground Orderly

A DEVICE for lowering and raising a platform type body to and from the ground for orderly loading and unloading of commodities is being marketed by the Griswold Powermatic Corp., Detroit. This hoist, known as the Powermatic unit, operates mechanically from power taken through the transmission take-off. It is capable of loading 5 tons and unloading 7 tons.

The hoist element includes reduction gears, running in oil, a long tool steel worm and a threaded cross-head that actuates the body tilting mechanism. I-beams, which serve as tracks and ride on rollers at the rear of the truck frame, take the place of conventional body sills. The tilting mechanism is attached to a cross-member connecting these beams. Jacks at the rear of the truck frame are provided to relieve the truck axle of strain when taking heavy loads.

A lever in the cab engages the power unit for operation. When unloading, the body moves backwards, and as the load reaches the ground, the truck is driven a short distance forward. Action is smooth and the load is laid orderly and without jar or breakage. Loading is accomplished by reversing this action. With the aid of a winch mounted at the forward end of the truck body, loading and unloading of heavy machinery are reduced to a one-man operation.



Griswold hoist lowers platform body to ground

EQUIPMENT FOR SHOP AND TRUCK

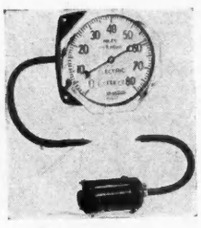
Truck Lift

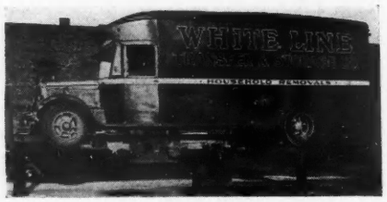
The Globe Machinery & Supply Co., Des Moines, Iowa, is marketing a line of hoists for trucks and buses operating on a pneumatic-hydraulic principle. These lifts, designated as Globe Auto-Hoists, are made in two types, double and single cylinder. Lift is inserted on the axles of vehicles being raised, leaving wheels free. Both types raise to a height of 4½ ft. and incorporate automatic locking devices.

The double-cylinder type is made in two capacities, 24,000 lb. and 18,000 lb. The heavier unit has two 12-in. cylinders, set at each end of a 26-ft. superstructure. Rails of the frame are slotted at the ends so that the lift can be operated either individually or simultaneously. The lighter model is identical with the heavier unit with the exception that 10-in. cylinders and lighter rails are used. Operation is on the Globe leather cup lifting principle. A leather cup is attached to the piston base. Air entering the oil storage tank, located at the base of the cylinder, drives oil entering the cylinder, forcing the lift of the leather against the cylinder wall and raising the piston. The single-cylinder Globe hoist has a rated capacity of 12,000 lb.

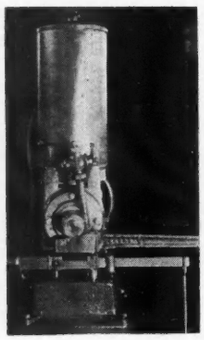
Electric Speedometer

Stewart-Warner is about to bring out a new electric speedometer which has no mechanical connection with the propeller shaft or other chassis operating parts. Its only connection to the other parts is by a cable which may be run between the speedometer and a converter or interrupter. The new unit entirely eliminates failures due to breakage of the driving cable



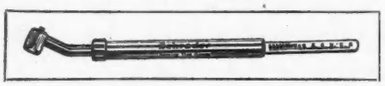


on mechanical types. The interrupter may be assembled directly to the sleeve and driven gear, provided the gears are of the proper ratio, without reduction through an adapter. This interrupter may also be adapted to connect to the shaft end of the Stewart-Warner heavy-duty adapter. The speedometer embodies a special type motor operating from the battery current. The rotor of the motor operates in synchronism with the rotor of the interrupter. The odometer will register a million miles.



Tire Gage

A Schrader's Sons, Inc., is offering a new line of pressure gages in which are embodied flat-bar pressure indicators. Graduations on the bars are highly legible and readings are flashed quickly without the need of turning the gage. The new gages also incorporate improved design and are more



sturdy in construction than before. Of the three sizes offered, No. 6060 is designed for testing all types of tires. It is calibrated from 10 to 60 lb. in 1-lb. units and 60 to 160 in 5 lb. units.

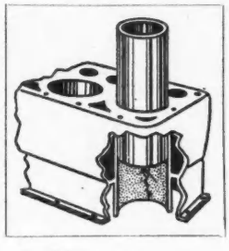
Lubricant Tester

An apparatus for testing the load carrying capacity of lubricants is announced by The Timken Roller Bearing Co. The apparatus consists of a cast iron base which supports the testing mandrel, two levers and a container over an electric heater holding about a gallon of the lubricant to be tested. Oil flows from the tank, over the test piece, to a sump in the base by gravity, the rate of flow being adjusted by means of a valve in the line. A mandrel driven at variable speeds receives a cup, which forms one of the test pieces. There are two levers, a load lever and a friction lever, the first above the other. The upper, which carries the test block, is pivoted on a knife edge, mounted in the lower lever. The latter is also pivoted on a knife edge and is provided with a stop at the unloaded end. The test block is a small piece of hardened metal inserted in a notch in the loading lever. The friction lever is provided with a vernier scale, and a sliding weight for obtaining accurate measurements and

TURN TO PAGE 76, PLEASE

Cylinder Sleeves

Sleeves for inserting in worn, cracked or scored engine cylinders, thereby bringing the bores back to the standards of a new engine, are being furnished by the Accuralite Co., Muskegon, Mich. These sleeves are of chrome-nickel, which is said to possess seven times the wearing quality of iron, and are free from sand holes and hard spots. They are especially heat-treated to remove casting strains and machined to fit accurately. Sets of all sizes are available.



NO instrument adjustment

There are no brake-assembly problems for the manufacturer who uses Lockheed Hydraulic Brakes.

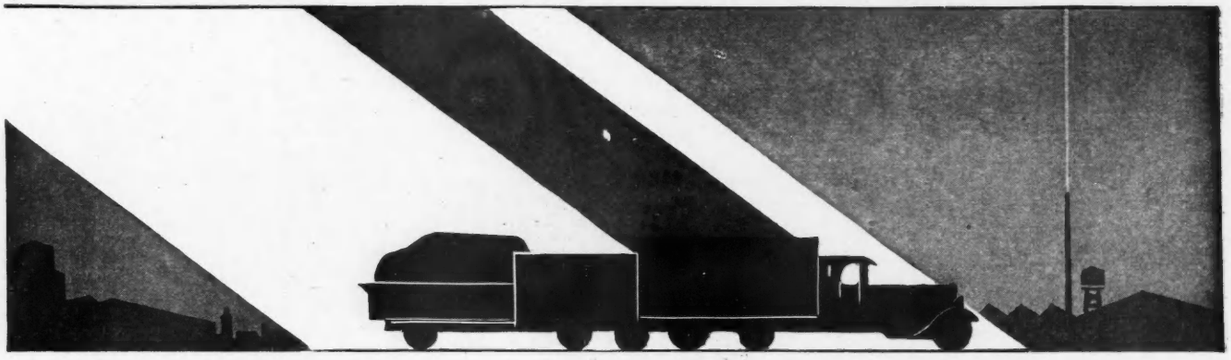
Just put them on; minimum labor cost, no instrument adjustment—the job is finished!

This extraordinary simplicity and speed of assembly saves time and money.

Figuring the cost of your product *completed*—at your loading platform—you find Lockheed Hydraulic Brakes a very tangible economy.

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.
(Division of Bendix Aviation Corporation)

LOCKHEED HYDRAULIC
Four BRAKES *Wheel*



TRUCK INDUSTRY NEWS

Ross Gear & Tool Co. report net profit of $336,461 for year ended Dec. 31, 1930. This compares with $555,581 for 1929.

At the annual meeting of stockholders of the **Autocar Co.**, the directors were reelected.

S. B. Winn and Henry W. Raymond, formerly of the Lapeer Trailer Corp., are organizing the **Winn Trailer Corp.** with expectation of getting under production by May.

Wallace T. Miller has been appointed assistant general sales manager of Motor Wheel Corp.

Col. Robert L. Hubler was elected to the directorate of the Ohmer Fare Register Co. at the annual stockholders' meeting.

Frank S. Harkins is the new advertising and sales promotion manager of the U. S. Rubber Co.'s tire department.

Stewart-Warner Corp. reports earnings for 1930 of $1,262,278, which compares with $6,838,938 in 1929.

The **Four Wheel Drive Auto Co.** reports a production increase in 1930 of 12 per cent over 1929.

Paul W. Seiler reports net profit on **Yellow Truck & Coach Mfg. Co.** for year ended Dec. 31, 1930, of $1,115,415, which compares with $1,177,799 in 1929.

Ford dealer discounts have been increased from 17½-21 per cent sliding scale to a flat 22 per cent basis.

M. L. Heminway has resigned as managing director of the Motor & Equipment Association. Future plans are not announced.

F. L. Krause has been appointed manager of the tire service department U. S. Rubber Co.

E. W. Stock has been promoted to the post of general service manager of the White Company.

Gemmer Mfg. Co. reports net profit of $265,465 for 1930, which compares with $527,976 in 1929.

J. O. Eaton, chairman of the Board of Wilcox-Rich Corp., has announced the appointment of C. I. Ochs as president of the corporation.

While the **Railway Express Agency** admits that it is making a survey of store-door delivery, detailed information has not been released.

Geo. N. Walker, advertising manager of the tire department, U. S. Rubber Co., has been appointed advertising manager of the Vacuum Oil Co. with headquarters in New York City.

A report of a nation-wide survey of truck operation in all types of contracting, entitled "Operating Trucks Profitably in Contracting," is offered by the **General Motors Truck Co.**

The **Budd Wheel Co.** reports total net earnings for 1930 of $1,456,725, which compares with $1,791,009 for 1929.

F. J. Flynn, sales manager, World Bestos Corp., announced the introduction of a new type of heavy-duty Grafild brake lining for use on trucks.

T. L. Preble, new sales manager of Pierce-Arrow

R. R. McVicker, formerly Pittsburgh manager of Buick, has been appointed sales manager of the Auto Truck Equipment Co. of Pittsburgh, according to **Adam M. Hauber,** president and general manager.

R. H. Webb-Peploe has been appointed vice-president of the metropolitan region of White.

J. Howard Pile, well-known in the industry as an editor, association worker and super-service station operator, has been appointed editor of Chek-Chart, a compilation of lubrication charts.

A. G. Bean, president of the White Co., has appointed Nelson S. Gotshall as assistant to the president.

International Harvester's annual report for 1930 reveals a net profit for the year of $25,703,000, or 7.5 per cent on the capital invested.

A series of numbers ranging from 10 to 70 to denote the viscosity of lubricating oil has recently been developed by the **Society of Automotive Engineers** in cooperation with leading automotive and oil manufacturers to take the place of the old general classification. These numbers will not refer to the quality of the oil.

David Ainsworth, until recently assistant advertising manager of the Hart-Parr Co., has been appointed advertising manager of the Diamond T Motor Car Co.

The Luce Co., of which Homer D. Luce is president, has acquired the commercial body department of Hughes, Lyons & Co. of Lansing, Mich.

Commercial Car Specifications on Page 63

COMPLETE

Timken Axles for trucks form a *complete line;* an axle for any type of commercial motor vehicle; standardized as never before; rear axles with worm and double-reduction driving units interchangeable in every capacity.

Timken Axles for Motor Trucks represent a most important service to economically sound transportation.

THE TIMKEN-DETROIT AXLE COMPANY
DETROIT . . . . MICHIGAN

TIMKEN AXLES

A SPOKESMAN WHISTLES A WARNING TO RAILROADS

CONTINUED FROM PAGE 37

certainly. In this, however, I hope they have the intelligence to put a practical truck operator at the head of their trucking service.

"Now, if and when the carriers begin to operate trucks in a coordinated service, care must be taken that the competition they give will be fair to truckmen competing with the coordinated operation. If they merely engage in trucking for the purpose of knocking down existing truck lines, there will, unquestionably, be trouble. They will be likely to get the same sort of restrictions that followed the Panama Canal Act, which made it illegal for rails to have any interest in ships going through the canal.

"I am unable to understand," declared Mr. Chandler, "why the railroads cannot see that they would make more money from motor-truck coordinated rail operation than they do on the rails alone. Perhaps some day they will. Again, they may not. What they should do is to advocate, as I do, an amendment to the Interstate Commerce Act giving the carriers the right to make joint rates with motor truck carriers, the rates to be included in published tariffs. The joint rates so made would be subject to the I.C.C., exactly in the same way as joint rates between rail carriers. But probably that's too much to hope for."

The writer put another and final question to Mr. Chandler. It was:

"Have you heard of the new plan on which the Pennsylvania Railroad is working; a plan for the use of tractors and trailers which they own?"

"Yes," snapped the traffic manager, "and it's the most damn fool thing I've heard about to date. The plan is along the following lines; that is, it was told to me as follows:

• Madness •

AT the option of the consignee, freight will be taken from cars at railhead in Jersey and loaded onto trailers owned by the Pennsylvania Railroad. For loading the freight onto the trailers a charge of 50 cents a ton will be made to the consignee. Then, Penn-road tractors will hook onto the trailers and haul them to New York, to a point on the waterfront—presumably a pier station. The trailers, I am told, will have a patented hook-up which is so constructed as to permit any tractor to hook on. Once in New York, the tractor will be detached from the trailers, and the trailers will be parked some place or other, to be later hauled away by the truckman for the consignee. There seems to be some indecision as to whether or not a charge will be made for the rental of the trailers. I have heard a charge *will* be made, and I've heard it expressed negatively as well. The latest news has it that a charge for trailer rental will only be made to the consignee when the trailer is away from the railroad's tender care for a period of time deemed excessive. Under the plan the truckman must haul the trailer back again to the place he took it from. If that isn't the most weird maneuver I've heard to date, what is?

"How will it help anybody, save to eliminate public loaders on railroad piers?" demanded Chandler. "And vehicular traffic in the city isn't being cut down—it's being increased, under the plan. Of course, from a railroad viewpoint, it will prohibit the carrier from paying any money to truckmen direct—it will eliminate rebating by draymen. At the same time, with all the available equipment in New York, and with a need for store-door delivery so obvious that even a blind man could see it, the latest version of railroad efficiency seems just a little mad. However, I reserve the right to change my mind if any more helpful details are forthcoming which will change the complexion of the proposed operation.

"Well," concluded Chandler, "I reckon you've surveyed the transportation landscape through the shipper's eyes long enough, haven't you?"

We laughed uncertainly. "Maybe," we returned. "But the view is pretty good! Thanks for the look. G'by."

TRUCKS ARE ADS AND ADS PAY

CONTINUED FROM PAGE 20

ing more than 2500 bottling plants in nearly every state in the Union and in several Canadian provinces.

Now let's get back to this circulation proposition. There is not one among you who is not trying to promote home consumption. You know you cannot buy advertising space on the best residential streets; it just isn't for sale at any price, but . . . you must instill that urge to buy in the minds of the housewives on those streets, and you have the means to do this at your disposal. . . . That means is distinctive and attractive delivery trucks, and trucks, unlike walls or posters, do not have to wait for the chance passerby to be seen. They are not dependent on circulation at any one spot, but circulate constantly through the areas in which advertising space is unobtainable.

You have a similar situation in the business sections of your communities that advertising space isn't for sale. Yet, right in those sections you have the greatest circulation of people . . . and they are apt to be in a spending humor or they wouldn't be downtown. You want their nickels and what are you doing about it?

I have been using the words *attractive* and *distinctive* right along in referring to delivery equipment, and these two attributes must be present if the equipment is to have any value either in merchandising or in advertising. As a matter of fact, unattractive and unkempt delivery equipment will act as a retardant to sales.

Can you realize this? I think you can. Suppose, when you get back home, each of you paint a sign on every truck you operate reading something like this: "These drinks are not bottled under sanitary conditions." If you did sales would fall over night.

Yet, in effect, though not so emphatically, many of you are doing just that thing. You are delivering your beverages on dirty, poorly-painted trucks, equipped with nondescript bodies, which are repulsive to the stomachs of many people who see them.

You may have a beautiful plant, most modern in every detail, sanitary to the last degree . . . but who sees it? Not 5 per cent of the people who must drink your product if you are to remain in business. How many of your consumers see your trucks? I will venture to make the statement that there isn't one who doesn't see one of your trucks at least once every day. Your plant breathes the atmosphere of quality and purity, and it right-

TURN TO PAGE 52, PLEASE

STUDEBAKER offers the world's lowest priced 2 ton truck chassis + + + and the most powerful 1½ ton chassis ever sold at $695 + + + both built by Studebaker to its 79-year-old policy of quality above price.

6 CYLINDERS
70
HORSEPOWER

1½ TON

130" CHASSIS . . $695
160" CHASSIS . . $775

Dual rear wheels and auxiliary springs optional at extra cost

2 TON

148" CHASSIS . . $895
160" CHASSIS . . $945
136" CHASSIS . . $945

Dual rear wheels standard. Auxiliary springs optional at extra cost

Prices at the factory
Bumpers extra

BODIES

Cabs and all standard bodies available with both 1½ and 2 ton chassis including panel, screen, express, stake, canopy, grain, cattle bodies, dumps.

Half-ton Panel or Screen complete units $895 at the factory

●

Correspondence with responsible dealers in open territory is invited. Studebaker or Pierce-Arrow truck franchises offer unusual profits.

STUDEBAKER *Trucks*

Elastic Design? "Yes!" Say Operators

CONTINUED FROM PAGE 14

it have been impossible for the manufacturer of this particular engine to have adopted essential dimensions for his four-cylinder engine which would have permitted its replacement with a present-day six-cylinder engine without further change in the chassis? And what of the future, the eight versus the six-cylinder engine?

I am now operating a number of trucks powered with four-cylinder engines and originally equipped with solid tires, which were designed to operate at a maximum speed of 12 to 14 or possibly 16 m.p.h. These trucks are still good for many thousands of miles, and a year or two ago a number of them were converted to pneumatic tires. To do this required a substantial expenditure which resulted only in stepping up the speed capacity to 20 or 22 m.p.h. Long and exhaustive study was necessary to determine that such an expenditure might be justified. It will be recognized that the increase in speed was limited particularly by the engine capacity. On the other hand, considerations of capital requirements finally dictated a program of conversion to pneumatic tires rather than complete replacement.

Hence we are using today a number of trucks which, speaking broadly, are capable, with the exception of the engine, of operating at speeds commensurate with prevailing practice; but, since we cannot modernize the engine and because of the necessity for conservation of capital, we continue to operate a larger number of trucks than would be required with faster equipment.

We as operators would much more readily accept the claims of the manufacturer for long life of those trucks if we could be assured that pure obsolescence would not be likely to dictate a comparatively early retirement of them.

Engineers Say "No!"

CONTINUED FROM PAGE 15

of, 100,000 miles say, it would, like the one-horse shay, be ready to drop apart, and still up to that time be sufficiently good to operate economically, that would be fine; but it is not possible, and furthermore economy of manufacture and quantity production makes it necessary that the maker adhere to definite standards of construction, which will give efficient operation so far as possible over the maximum period for which the design is contemplated.

If a manufacturer were to attempt to design one line for short mileage and another for long mileage, expense of manufacture would make the purchase price prohibitive. The best economy for the limited mileage operator is to obtain a type of design which will give economy over the longer period, considering that the parts which wear are readily replaceable and that it is not a case of reconstructing the truck in order to obtain the long mileage life.

B. B. Bachman,
Autocar Co.

I am afraid that if five years ago I had suggested to my company that we should build an automobile into which a six-cylinder engine could be placed within the next several years, they would have consigned me to an insane asylum. I am sure I am not going to take any steps at the present time to say what the future engine development will be. Mr. Bennett has modestly limited himself to an eight-cylinder engine. I wish I could be as confident in my own mind that that is going to be the limit.

• Other Sessions •

THE motor truck and motor coach session was not the only part of the S.A.E. program in which information of value to truck users and sellers was divulged. The airplane engine session gave a hint of future developments in engine design that may make today's ideas as out-of-date as yesterday's newspaper, the fuels meeting presented hot oil as a constant menace to engines, and a bus operator asked for improvements which would appeal to almost all truck fleet owners.

Throwing carburetors away and injecting gasoline either into the intake pipe or directly into the cylinder, after the fashion of a Diesel engine, but firing the mixture with a spark plug, improved both economy and power of a test engine, according to report of a test by C. F. Taylor, E. S. Taylor and G. L. Williams of the Massachusetts Institute of Technology. Although the engine used was of an experimental type and conditions were not those encountered in everyday service, an increase in power of from 7 to 11 per cent in the same cylinder and the fact that the test engine was operated also on fuel oil, with reduced compression ratio, shows the importance of this investigation.

Philip B. Taylor, chief engineer, Wright Aeronautical Corp., spoke about airplane engines, but he said many things not confined to airplane application. "Little reason exists to believe that the limit of engine development in any direction has yet been reached," was one of his observations to which truck men will subscribe. He pointed out advantages from use of higher compression ratios and high anti-knock fuels.

Oil temperatures in excess of 300 deg. have been recorded in engine crankcases, according to W. R. Ramsaur, Harrison Radiator Corp. Oil at 300 deg. is *hot*. A test car burned out bearings in less than 50 miles when oil reached 275 deg. Keeping oil down to 215 deg. made it possible to run 200 miles at 80 m.p.h. without losing bearings.

Getting rid of heat in engine oil may involve dissipation of 6 hp. of energy. The speaker suggested use of oil coolers to control oil temperatures. An oil cooler makes possible use of a light oil which will flow easily on starting and in cold weather and give lubrication under hard driving.

John B. Walker of the Greyhound Lines, figuratively took a bus apart before his listeners and told them what—but not how—improvements could be made. Grinding up a mountain road "in gear" with a big engine and a heavy load makes no soothing music, in Mr. Walker's opinion. In advocating oil coolers he used the same arguments as those advanced by Mr. Ramsaur. "Braking efficiency on present equipment is satisfactory, but we are of the opinion that longer life could be built into brakes so that less frequent relining would be necessary." A host of truck and brake designers are getting wrinkles trying to meet this demand. He believes, too, that clutches are constantly in need of repairs and that "a more rugged clutch should be developed to withstand the severe use given this unit under all sorts of conditions."

Truck men may be surprised to hear that "No other unit of transportation equipment lasts so short a time as the motor bus," but Mr. Walker so stated without any ifs, ands or buts.

Trucks Are Ads and Ads Pay

CONTINUED FROM PAGE 50

fully should, for these are the fundamental essentials in a successful bottling enterprise, but why not extend this atmosphere to your delivery equipment? Why not tell all the people in your territory the same story your plant tells a pitiful few? Why not capitalize on the merchandising value inherent in such a plan and benefit in increased sales and profits? That's it, why not? And there isn't an answer, because the way is open to all of you.

Line Number	Radiator Make	Clutch Type and Make	Gear Set Make and Model	Gear Set Location	Gear Set No. of Forward Speeds	Gear Set Aux. Locat. and Speeds	Universals Make and No.	Rear Axle Make and Model	Rear Axle Final Drive and Type	Rear Axle Drive and Torque	Rear Axle Gear Ratios Reduc. in High	Rear Axle Gear Ratios Reduc. in Low	Front Axle Make and Model	Brakes Service	Brakes Area Service Brakes	Brakes Hand	Steering Gear Make	Frame Dim. Side Rail	Frame Type	Body Mounting Data Cab to Rear of Frame	Body Mounting Data Cab to Rear Axle	Body Mounting Data Width of Frame	Springs Front	Springs Rear	Springs Auxiliary Type	Line Number
																							1000 Pounds			
1	Har	P.Own	Own' Ind.	U	3	No	Own	Own Int.	S½	U	4.1	13.6	Own Ind.	O4IM	101	21	Own	5x2¼x⅛	C		28½		36x1¾	54x1¾	N	1
2	Fed	P.B&B	Own	U	3	No	Own 2	Own	S½	H	4.66			L4IH	114	TX	War	5x1¾x⅛	C	53⅞	26⅝	42⅛	35½x1¾	53⅜x1¾	N	2
3	Fed	P.B&B	Own	U	3	No	U-P 2	Own	S½	H	4.66			L4IH	114	TX	War	5x1¾x⅛	C	53⅞	26⅝	42⅛	35½x1¾	53⅜x1¾	N	3
4	Own	D.Own	Own	U	3	....	Own	Own	S½		4.7	14.3	Own				War									4
5	Own	D.Own	Own	U	3	No	Own	Own	S½	U	3.7		Own	O4IM		2I	Own		C				30⅛x	39½x	N	5
6	Lon	P.Own	Pontiac	U	3	....	M.M.	Pontiac	S½	H	4.42	14.7	Pontiac	S4IM	200	4I	Jac	5x1¾x⅛	C			44	36x2	54x2	N	6
7	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x3⅛	C	68¼	39	34	38x2	50¼x2½	N	7
8	Har	P.B&B	W-G	U	3	....	Spi	Sal	S½		4.7	14.7	Sal	L4IH	141	TX	Ros	6x2x⅛	C				37x2	55x2	N	8
9	McC	P.B&B	War	U	3	No	Spi	Adams	S½	H	4.7	15.6	Adams	S4IM	178	4I	War	5⅝x2x⅛	C	52¾	26		36x1⅝	55x2	N	9
10	McC	P.Lon	W-G	U	3	No	Spi 2	Own	S½	H	4.73	15.2	Own	B4IM	148	4I	Ros	5½x2x⅛	C			43½	36x1¾	54x1¾	N	10
11	Fed	P.B&B	Own	U	3	No	Spi	Own	S½	H	4.89	13.2	Own	B4IM	147	4I	Own	5¾x2¼x⅛	C				36x1¾	51x1¾	N	11
																							1500 Pounds			
12	Fed	P.B&B	W-G	U	3	No	Spi	Own	S¼	H	5.63	212	Own	L4IH	189	TX	Han	6x2¾x⅛	C	66⅞	31	37⅛	39x2	48x2½	N	12
13	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.63	21.2	Own	L4IH	189	TX	Han	6x2¾x⅛	C	66⅞	31	37⅛	39x2	48x2½	N	13
14	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x⅛	C	66⅞	31	37⅛	39x2	48x2½	N	14
15	Fed	P.B&B	W-G	U	3	No	Spi	Own	S½	H	5.11	19.2	Own	L4IH	189	TX	Han	6x2¾x⅛	C	66⅞	31	37⅛	39x2	48x2½	N	15
16	Own	D.Own	Own	U	3	....	Own	Own	S½		4.9	15.5	Own													16
17	Lon	P.Lon	W-G T-9	U	4	No	Blo 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅛	C	84	47½	32	40x2	54x2½	N	17
18	Lon	P.B-L	B-L 214	U	4	No	Blo 2	Sal F	S½	H	5.37	34.4	Sal F	L4IH	362	TX	Ros	6⅛x2¼x⅛	C	84	47½	32	40x2	54x2½	N	18
19	Lon	P.Own	Own	U	3	No	M.M.	Tim 51500	S½	H	4.86	16.1	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N	19
20	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 502	S½	H	4.45	15.1	Eat 200F	BE4IM	256	2I	Ros	4½x1¾x⅛	C	86½	50⅝	32	40x2	53x2		¼	20
21	Mod	Roc	MM-O	U	3	No	M.M.4	Own 600	S½	H	4.45	17.4	Own 100	B4IM	212	2I	Ros	4¼x1¾x⅛	T	93⅜	53⅝	32	40x2	52x2		¼	21
22	Lon	P.Lon	W-G T-71	A	3	No	U-P 2	Sal M			4.9	17.4	Sal	41H	187	T	Ros	5½x	C				36x2	54x2	N		22
23	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R		6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛	P	96	55	34	36x2¼	48x2¼			23
																								1 Ton		
24	Per	P.B&B	Ful	U	4	No	Blo 3	Tim 52200H	BF	H	5.83	35.9	Tim 11703	L4IH	380	TX	Ros	4⅜x3½x⅛	C	108	58	33	37x2	50x2½	N		24
25	Fed	P.B&B	War T9	U	4	....	Spi 300	Tim 51000H	B	H	6.20	39.7	Tim 11710H	L4IH	424	....	Gem	5⅜x3¾x¼	C	96	53½	34	38x2¼	50x2½	N		25
26	You	D.B-L	B-L 214	U	4	No	Blo	Tim 52200H	SF	H	5.83	37.4	Shu 5429	L4IH		TX	Ros	6x2¼x⅛	P	Opt	Opt	31½	38x2¼	48x2½	½		26
27	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N		27
28	G&O	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N		28
29	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF		5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛	P	103½	63	34	36x2¼	48x2½	N		29
30	G&O	P.B&B	W-G T9	U	4	No	Spi	Tim	B¾	H	5.6	36.3	Tim	B4IM	241	4I	Ros	5⅞x3¾x⅛	C	106½	58½	34	40x2¼	54x2½	½		30
31	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B370	SF	H	Opt	Opt	Cla F208	L4IH	244	TX	Ros	6x2½x⅛	T	93	53	34	42x2	50x2½	½		31
32	G&O	P.B&B	W-G	U	4	No	Spi 2	Cla B375	SF	H	Opt	Opt	Cla F208	L4IH	244	TX	Ros	6x2½x⅛	T	93	53	34	42x2	50x2½	N		32
33	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.6	36.1	Own	L4IH	206	TX	Han	6–2¾x⅛	C	85⅞	50	37½	39x2	48x2½	N		33
34	Fed	P.B&B	Cla	U	4	No	Spi	Own	S½	H	5.1	33.4	Own	L4IH	206	TX	Han	6–2¾x⅛	C	85⅞	50	37½	39x2	48x2½	N		34
35	Mod	P.B&B	W-G T9	U	4	No	M.M.	Cla B370	SF	H	5.6	36.3	Cla F208	L4IH	377	FX	Ros	5¾x3¾x⅛	T	96	58¾	34	39¼x2	49x2½	½		35
36	Own		Own	U	4	....	U-P	Cla	S½		5.67	37.2	Own	L4IH					P								36
37	Lon	P.B-L	B-L 214	U	4	No	Blo 3	Tim 52200H	SF	H	5.83	37.4	Tim 11703H	L4IH	380	TX	Ros	6x2¼x¼	C	106	68½	32	40x2	54x2½	N		37
38	Lon	P.Lon	War T9	U	4	No	Spi	Sol F	SF	H	33.7	Sal	F	B4IM	362	62	Ros	6⅛x2¼x⅛	C	87	47½	32	40x2	54x2	N		38
39	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF		5.1	25.5	Col 5530	L4IH	297	FX	Han	6x2½x½	P	103½	63	34	36x2¼	48x2½	N		39
40	Lon	P.Own	Own	U	3	No	M.M.	Tim 51505	S½	H	5.33	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	50¼x2½	N		40
41	Per	D.Jon	W-GT9	U	4	No	Blo	Tim	S¾	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½		41
42	Per	D.Jon	W-G T9	U	4	No	Blo	Tim	S¾	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81½	51¾	34	36x2¼	45x2½	½		42
43	Own	D.Ful	Ful DU-10	U	3	No	Blo	Tim 52200H	BF	H	4.86	20.8	Tim 11703H	L4IH	230	TX	Ros	5½x2½x¼	C	97	57⅜	30½	38x2	50x2¼	N		43
44	G&O	P.B&B	W-G	U	3	No	Blo	Tim 52000 H	BF	R			Tim 11703 H	L4IH		TX	Ros	5x2¼x⅛	C	86		34	41x2¼	50x2¼	N		44
45	G&O	P.B&B	War	U	3	No	Spi 2	Col	S½	H	5.59	19.8	Col	B4IM	297	TX	Ros	5½x2½x⅛	C	90	52½	34	37x2¼	52x2½	N		45
46	Lon	P.B&B	B-L	U	3	No	Spi 2	Col	S½	H	5.12	21.3	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2½	N		46
47	Lon	Roc	M.M.	U	3	No	M.M.4	Eat 1124	S½	H	5.29	72.4	Eat 430F	BE4IM	292	2I	Ros	6x2x⅛	T	86½	50½	32	40x2	46x2½	¼		47
48	Per	P.B-L	B-L 214	U	4	No	Spi 4	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH		220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½		48
49	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000 H	SF	H	5.86	36.1	Tim 11710- H	L4IH			TX	Han	5½x2x⅛	C	98	56	32	38x2	52½x2½	N		49
50	G&O	P.B&B	Ful Wo-BB	U	4	No	S-P 3	Tim 51000H	SF	H	5.86	36.1	Tim 11710H	L4IH			TX	Han	5½x2x⅛	C	98	56	32	38x2	52½x2½	N		50
51	Chi	D.B-L	B-L 214	U	4	No	Spi 2	Tim 52200H	BF		6.85	31.1	Tim 11703H	L4IH	136	TX	Ros	6x3x⅛	C	96	58	34	37½x2½	49¼x2½	N		51
52	Own	D.Own	Own BG	U	4	No	Spi 4	Tim 52000	SF	H	4.86	24.0	Own BL	L4IH	302	FX	Gem	7x3x⅛	T	109	64⅛	33⅛	40½x2½	52¾x2½	N		52
53	Lon	P.B&B	W-G T-9	U	4	....	Blo	Own	2R		6.00	38.4	Col 5540	L4IH	297	FX	Han	6x2½x⅛		106¾	63	34	36x2¼	48x2½	N		53
54	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20B	2R		5.14	25.5	Col 5530	L4IH	297	FX	Han	6x2½x⅛		103½	63	34	36x2¼	48x2½	N		54
55	Own	P. Lon	Clark	U	4	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2	50x2½	N		55
56	Own	P.Lon	Clark	V	3	No	Cle	Own	S½	H	5.2	17.1	Own	L4IH	289	TX	Ros	6⅛x3¼x⅛	C	97⅛	52⅛	40⅛	38x2	50x2½	N		56
57	Lon	P.B-L	B-L 20	U	4	No	Blo	Col 54028	SF		5.1	25.5	Col 5530				Han	6x2¼x⅛		103½	63	34	36x2¼	48x2½	N		57
58	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x⅛	C	77⅛	40⅛	32	38x2¼	50x2½	N		58
59	Fed	P.B&B	Cla	U	4	No	Spi	Sal	SF	H	5.6	35.8	Sal	B4IM		TX	Ros	6x2¼x⅛	C	77⅛	40⅛	32	38x2¼	50x2½	N		59
60	Own	P.Own	Own TBC	A	4	No	Spi	Own 15B	S½	R	3.99	18.6	Own 15B	O2IM	226	2I	Own	5½x3⅛x¼	C	97⅞	57⅜	34	41½x2	53¼x2¼	N		60
61	Own	P.Own	Own 3B	U	3	No	M.M2	Own 4C2	S½	H	4.73	17.8	Own 4D	L4IH	138	TX	Han	6x2⅜x⅛	C	112	58¾	34½	39x2¼	50x2¼	N		61
62	Per	D.Lon	WGT9	U	4	No	Spi 3	Cla B-370	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Ros	6¾x2¾x⅛	T	126	70	34	38x2	54x2½	N		62
																								1¼Ton		
63	G&O	P.B&B	B-L	U	3	No	Spi	Col	S½	H	5.12	21.3	Col	C4IM		TX	Ros	4⅝x2x⅛	C	96	56	34	38x2	46x2½	N		63
64	G&O	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	244	TX	Ros	5½x2½x⅛	C	95	55	34	37x2¼	52x2½	N		64
65	Per	D.B-L	B-L 31	U	3	No	Blo	Cla B501	B½	R	6.28	29.5	Shu 5405	C2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	N		65
66	Lon	P.Own	Mun	U	3	No	M.M.	Tim 51505	S½	H	4.83	16.0	Tim 11709	B4IM	308	4I	Jac	6x2¼x⅛	C	87	48	34	38x2	15¼x2½	N		66
67	McC	P.B-L	B-L	U	3	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3x⅛	C	52⅛	44⅛	34	40½x2½	38¼x2½	N		67
68	McC	P.B-L	B-L	U	4	No	Spi	Cla	S½	H	5.1	24.5	Shu	K2IM	376	2I	Ros	5½x3¼x⅛	C	99	54⅛	34	40x2¼	54x2½	N		68
69	Lon	P.B&B	B-L	U	4	No	Spi 2	Col	S½	H	5.12	25.6	Col	C4IM	190	TX	Ros	5½x2½x⅛	C	96	56	34	37x2¼	52x2½	N		69
70	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5⅛x3¾x⅛	T	94	51½	34	42x2¼	52x2½	¼		70
71	Lon	P.Own	Own	U	3	No	M.M.	Eat 1002	S½	H	5.33	21.3	Eat 430F	B4IM	346	2I	CAS	5⅛x3¾x⅛	T	94	51½	34	42x2¼	52x2½	¼		71
72	Per	P.B-L	B-L	U	4	No	Spi	Cla B370	SF	H	5.4	34.6	Cla F208	L4IH		220	TX	Ros	5½x3x¼	C	96	58	34½	40x2¼	52x3	½		72
73	G&O	P.B&B	FulWO-BB	U	4	No	Spi	Tim 52200H	SF	R	5.83	35.8	Tim 11710H	L4IH			TX	Han	6x2x¼	C	111	62⅞	32½	38x2	57½x2½	N		73
74	Lon	P.B-L	B-L 20	U	4	No	Pet	Tim 52000 H	SF	R	5.83	29.2	Tim 11703 H	L4IH			TI	Ros	5½x1½x⅛	C	101⅛	56		38.2¼	48x2½	N		74
75	McC	P.Lon	Cla	U	4	No	Spi	Cla	S½	H	5.10	33.5	Own	B4XM	348	TX	Ros	6⅛x3x⅛	C	89⅛	61⅛	41	38x2	50¾x2½	N		75
76	Own	P.Own	OwnGRBB	U	4	No	Spi 2	Own 57	S½	H	4.67	19.3	Own 57	O2XM	226	2I	Own	6x2¾x¼	C	105⅝	62⅛	34	41¼x2	54¾x2¼	N		76
																								1½Ton		
77	Fed	P.B&B	War T9	U	4	....	Spi	Tim 52200H	B		6.50	39.7	Tim 11710H	L4IH	437	....	Gem	5¾x3¾x¼	C	118	66½	34	38x2¼	50x2½	N		77
78	Per	P.Lon	B-L 51	U	4	No	Spi	Own 8A	SF	H	5.22	27.9	Tim 1473	LO4ID	460	2IM	Ros	6⅛x3x⅛	C	114⅝	63¾	34	40x2¼	54x3	N		78
79	You	D.B-L	B-L 214	U	4	No	Blo	Tim 5220H0	SF	R	5.83	37.4	Shu 5429	L4IH		TX	Ros	6x2¼x⅛	P	Opt	Opt	31¾	38x2¼	48x2½	½		79
80	G&O	D.B-L	B-L	U	3	No	Spi	Col	SF	H	5.12	20.9	Col	C4IM		TX	Ros	5½x2½x¼	C	126	72	34	36x2	48.2½	N		80
81	G&O	P.B&B	B-L	U	4	No	Spi 3	Col	SF	H	5.12	20.9	Col	C4IM	292	TX	Ros	5½x2¾x¼	C	113	67	34	37x2¼	52x2¼			81
82	Har	P.Own	Own	U	4	....	Own	Own	S½		4.88	30.0	Own				Own			86¾	51⅛					82
83	Har	P.Own	Own	U	4	No	Own 2	Own	S	U	5.43	33.5	Own	O4IM	170	2I	Own	7x2½x7⅛	C	112½	77¼	37	36x1¾	45x2½	N		83
84	Per	D.B-L	B-L 31	U	3	No	Blo	Cla 501	B½	R	6.28	29.5	Shu 5405	K2XM	189	2I	Ros	5½x3x⅛	T	Opt	Opt	34	35½x2¼	51x2½	N		84
85	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF		6.5	34.8	Tim 14704H	L4IH		394	FX	Han	6x3¼x⅛	P	144	90	34	40x2¼	50x3			85
86	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF		5.8	29.2	Col 5530	L4IH		297	FX	Han	6x2½x⅛	P	133½	83		36x2¼	48x2½	¼		86
87	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.8	29.0	Tim 11703H	L4IH		380	TX	Ros	5½x2½x¼	T	Opt	Opt	34	38x2½	50x2½	½		87
88	Per	P.B&B	Own	U	4	....	Spi	Own	SF	H	5.4	38.4	Own	L4IH		377	TX	Ros	5½x3x¼	P	96	53	34	38x2¼	50x2½	N		88
89	Per	P.B&B	Own	U	4	....	Spi	Own	SF	H	5.4	38.4	Own	L4IH		377	TX	Ros	5½x3x¼					38x2¼	50x2½			89
90	Per	P.B&B	W-G T9	U	4	No	Spi 3	Tim 52200H	BF	H	6.60	42.3	Tim 11703H	L4IH		229	TX	Ros	5½x3¾x⅛	C	105	57	34	40x2¼	54x2½	½		90
91	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt.	Opt.	Cla F304	L4IH		279	TX	Ros	6½x3x¼	T	122	76¼	34	40x2¼	50x2½	½		91
92	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH		120	TX	War	7x3¼x⅛	T	88⅜	52⅜	37½	39x2	48x2½	N		92
93	Fed	P.B&B	Own	U	4	No	Cle 2	Own	SF	H	5.67	44.9	Own	L4IH		120	TX	Ros	7x3¼x⅛	T	88⅜	52⅜	37½	39x2	48x2½	N		93
94	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	44.9	Own	L4IH		311	TX	Han	7⅛x2¾x¼	C	119⅛	62¾	34	40x2½	56x3	N		94
95	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	44.9	Own	L4IH		311	TX	Han	7⅛x2¾x¼	C	136⅛	87¼	34	40x2½	56x3	N		95
96	Own	D.Ful	Ful SU12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	59	42	31	34½x2½	48½x2½	½		96
97	Own	D.Ful	Ful8U12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	5x1¾x¼	T	110	72	31	46x2½	52x2½	½		97
98	Own	D.Ful	Ful SU12	U	3	....	Blo 2	Wis 4627	2F	R	6.57	26.3	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	110	72	31	46x2½	52x2½	½		98
99	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM		2I	Ros	5x3x¼	C				39x2½	50x2½	N		99
100	Mod	D.B-L	B-L	U	3	No	Cle	Tim 64600	W½	H	6.50	34.8	Shu 5410	T2IM		2I	Ros	5x3x¼	C				39x2½	50x2½	N		100
101	Per	P. Lon	W-G T9	U	4	....	Spi	Tim 52200H	BF	H	5.83	29.2	Tim 11706H	L4IH		380	TX	Ro.	5x3x2½	C	132	84	34	32¼x2½	60x2½	N		101
102	Per		W-G T9	U	4	No	Spi 3	Tim 53600H	B½	H	5.14	32.9	Tim 30010H	L4IH		260	TX	Ros	5x3x⅛	C	120	65¼		32¾x2	50x2½	N		102
103	Lon	P.B&B	W-GT9	U	4	No	Spi 2	Cla B374	SF	H	6.38	40.8	Cla F208	L4IH		377	TX	Gem	6x2¾x¼	C	106	54¾	34	38x2¼	50x2½	N		103
104	Lon	P.B&B	W-G T9	U	4	No	Spi 2	Cla B 370	SF	H	5.40	34.6	Cla F208	L4IH		377	TX	Gem	6x2¾x¼	C	101	51	34	38x2¼	50x2½	N		104
105	Lon	P.B&B	Own	U	4	No	Pet	Tim 52005 H	SF	H	5.83	29.2	Tim 11704 H	L4IH		437	TI	Gem	6x2¾x⅛	C	95	51	34	38x2¼	50x2½	N		105
106	Lon	P.B-L	B-L 214	U	4	No	Blo 3	Tim 52200H	SF	H	5.83	37.4	Tim 11703H	L4IH		380	TX	Ros	6x2¼x¼	C	106	68½	32	40x2	54x2½	N		106
107	Lon	P.B-L	B-L 314	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH		452	TX	Ros	6x2¼x¼	C	130	80½	32	40x2	54x3	N		107
108	Lon	P.B-L	B-L 314	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH		452	TX	Ros	6x2¼x¼	C	130	80½	32	40x2	54x3	N		108

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	1½ Ton—Cont'd																									
1	Fisher-Standard. Spc X	....	128	136	3150	......	P 30x5	DP30x5	Con W10	4-4⅞x4¼	200.4	24.0	49-2800	L	C	A	2⅛	5⅞	3	PC	No	Zen	M	A-L	A-L	1
2	F.W.D. H 4	3325	120	160	9300	5300	P 34x7	P34x7	Wis SU	4-4x5	251.0	25.6	50-2000	H	G	C	2 1/16 r	8	3	PC	....	Zen	V	A-L	A-L	2
3	Ford AA	510	131	157	7800	2723	B6.00/20	P32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	3
4	Ford AA	535	157	...	7800	2811	B6.00/20	P 32x6	Own	4-3⅞x4¼	200.5	24.0	40-2200	L	G	A	1⅝	7	3	PG	No	Zen	G	Own	Own	4
5	Garford 40	2990	168	...	......	4700	P 34x5	DP34x5	Bud DS6	6-3⅝x5	309.6	31.5	53-2200	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	5
6	Garford S 11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	6
7	(X)Gen. Mot. T-19	745	130	152	8500	2850	B 5.50/20	P 32x6	Pontiac	6-3 5/16x3⅞	200.3	26.3	58-3000	L	C	B	2 1/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	7
8	(X)Gen. Mot. T-25	1245	130	152	9000	3385	B 6.00/20	DB6.00/20	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	8
9	Gramm BX4	895	131	157	10000	3200	B 6.00/20	DB6.00/20	Con W-10	4-3⅞x4¼	200.4	24.0	49-2800	L	C	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	9
10	Gramm BX-6	995	131	157	10000	3300	B 6.00/20	DB6.00/20	Con 25A	6-3⅜x4	214.7	27.3	61-3000	L	C	A	2⅜	6⅜	4	PC	No	Til	M	A-L	A-L	10
11	Gramm-Bernstein J	....	146	...	9200	3980	B 6.50/20	DB6.50/20	Bud J-214	6-3⅜x4	214.0	27.3	62-3000	L	G	C	2½	8¾	7	FP	No	Zen	M	D-R	D-R	11
12	Hahn-Selden 17	....	142	...	7900	3750	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	66-3000	L	G	A	2⅛	8 11/32	7	FP	No	Zen	V	A-L	A-L	12
13	Hahn 317H	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	..	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	13
14	Indiana 111	....	129	165	9000	3600	P 30x5	P 32x6	Her	4-4x5	251.3	25.6	46-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	A-L	A-L	14
15	Indiana 89	....	149	168	9000	3650	P 32x6	P 32x6	Con	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	CC	No	Str	V	A-L	A-L	15
16	International AW-2	....	136	136	......	2980	B 5.50/20	B 6.00/20	Wau XA	4-3½x4½	173	19.6	30-2700	L	G	C	2	6⅞	3	PC	No	Zen	V	D-R	D-R	16
17	International SL-34	....	160	160	......	3595	P 30x5	P 30x5	Lyc CT	4-3¾x5	221.0	22.5	43-2350	L	G	C	2⅛	9 1/16	5	PC	No	Zen	V	D-R	D-R	17
18	International SF-34	....	140	160	......	3520	P 30x5	P 32x6	Lyc CT	4-3¾x5	221.0	22.5	43-2350	L	G	C	2⅛	9 1/16	5	PC	No	Zen	V	D-R	D-R	18
19	International SL-36	....	160	160	......	3645	P 30x5	P 30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2800	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	D-R	D-R	19
20	International SF-36	....	140	160	......	3570	P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2800	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	D-R	D-R	20
21	International AL-3	....	138	164	......	4300	B 6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	224	25.3	61-2800	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	D-R	D-R	21
22	Kenworth 100	1995	164	182	10000	4200	P 30x5	DP30x5	Bud H260	6-3½x4½	259.9	29.4	75-3000	L	C	C	3	9⅞	7	PC	No	Zen	M	D-R	D-R	22
23	Kleiber 51	1200	140	...	......	......	P 30x5	P 30x5	Con 18E	6-3⅜x4	214.7	27.3	58-2600	L	C	S	2⅛	....	7	CC	No	Str	V	D-R	D-R	23
24	LaFrance-Republic C-1	....	144	175	7500	3300	B 6.00/20	P 32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	24
25	Lange R	2225	140	172	9300	4600	P 32x6	P 32x6	Her WXB	6-3¾x4½	298.0	33.7	67-2400	L	G	C	2⅝	13½	7	PC	No	Zen	M	A-L	A-L	25
26	Larrabee 25	1945	152	160	9375	4200	B7.00/20	B.7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	G	D-R	D-R	26
27	LeMoon HB17	2000	163	190	10000	3900	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	65-2800	L	C	C	2⅜	....	7	PC	No	Str	G	D-R	D-R	27
28	Maccar 36200	1950	154	171	10100	4800	P 32x6	DP32x6	Bud HS	6-3⅜x4½	241.6	27.3	57-2400	L	G	C	2⅜	7½	4	PC	Bu	Str	V	D-R	D-R	28
29	Maccar 36A	1900	154	182	10100	4800	P 32x6	DP32x6	Bud H-298	6-3¾x4½	298.0	33.7	80-2800	L	G	C	2⅜	7½	4	PC	Bu	Str	V	D-R	D-R	29
30	Mack BG	3000	138	192	......	......	P 32x6	DP32x6	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 11/32	7	FP	Ha	Str	V	N-E	N-E	30
31	Netco A	....	146	168	7000	4000	B 6.00/20	B 6.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	31
32	Relay 40	2990	168	...	......	5300	P 34x5	DP34x5	Bud DS 6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	32
33	Relay S 11	1900	162	...	......	4500	P 30x5	DP30x5	Bud HS 6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	33
34	Reo FA-137	1295	137	...	......	3525	B 6.50/20	P 32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	34
35	Reo FE	1395	152	...	......	3700	B 6.50/20	P 32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	35
36	Reo FF	1395	156	...	......	3750	B 6.50/20	P 32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	36
37	Rugby 6-15	930	135	145	7150	3000	B 5.50/20	DP30x5	Con 22A	6-3¼x4	199.0	25.3	58-3100	L	C	S	2⅜	6 1/16	4	PC	No	Str	M	A-L	A-L	37
38	Schacht 10	....	156	170	......	4400	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	G	C	2⅜	10⅜	7	FP	No	Zen	G	D-R	D-R	38
39	Selden 317	....	142	...	7900	3900	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Str	V	D-R	D-R	39
40	Service 40	2990	168	...	......	4700	P 34x5	DP34x5	Bud DS 6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	40
41	Service S11	1900	162	...	......	4300	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	41
42	Sterling DB7-64	....	137	150	7000	3355	P 32x6	P 32x6	Con 18E	6-3⅜x4	214.7	27.3	57-2500	L	C	A	2⅛	9 1/16	7	FP	....	Zen	V	......	D-R	42
43	Stewart 40	895	130	160	......	3215	B 6.50/20	DB6.50/20	Lyc AFE	4-3¾x4½	199.0	22.5	50-2600	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	43
44	Stewart 40X	995	130	160	......	3250	B 6.50/20	DB6.50/20	Lyc	6-3x4¾	201.5	21.6	60-2800	L	G	C	2⅛	7¼	3	PC	No	Str	V	D-R	D-R	44
45	Stewart 34X	1195	145	176	......	3650	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9 11/16	4	FP	....	Zen	V	......	D-R	45
46	Studebaker S-20	695	130	160	7535	2985	B 6.00/20	P 32x6	Own	6-3¼x4⅛	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	....	Str	M	D-R	D-R	46
47	White 20A	2125	145	168	10500	4572	P 34x5	DP34x5	Own GKA	4-3¾x5⅛	226.4	22.5	31-1600	L	G	C	....	....	2	PG	No	Zen	V	L-N	L-N	47
48	White 61	2450	148	196	......	4789	P 30x5	DP30x5	Own 4A	6-3¾x4½	299.0	33.7	61-2100	L	C	S	2⅝	9 1/16	7	FP	Ha	Zen	V	D-R	D-R	48
49	Wichita 6-21	2600	160	Op	11000	4695	P 32x6	DP32x6	Wau MS	6-3¾x4¾	315.	27.3	70-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	49
50	Willys-Knight T-103	825	131	131	7000	2848	B 5.50/20	P 30x5	Own 87	6-2 15/16x4⅜	177.9	20.7	55-3000	S	C	S	2⅜	11 11/16	7	CC	Ha	Til	V	A-L	A-L	50
51	Willys Six C-131	595	131	131	7000	2625	B 5.50/20	P 32x6	Own C-131	6-3¼x3⅞	193.0	25.3	65-3400	L	C	C	2⅜	6 11/16	4	CC	No	Til	M	A-L	A-L	51
52	Witt-Will S15B	2100	147	...	10500	4500	P 30x5	DP30x5	Con S4	4-4¼x4½	255.3	28.9	50-2200	L	C	C	2¼	8⅜	3	PC	No	Zen	V	D-R	D-R	52
53	Witt-Will C15B	2200	158	...	10500	5170	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	248.2	27.3	66-3200	L	C	C	2⅜	10 1/32	7	FC	No	Zen	M	D-R	D-R	53
54	World DB-60	1545	150	166	10000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7 11/16	4	PC	No	Zen	V	A-L	A-L	54
	1¾ Ton																									
55	Gramm B	....	140	174	12000	3900	B 6.50/20	DB6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2900	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	55
	2 Ton																									
56	Acme 47	2035	162	Op	10200	4800	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10	7	PC	Str	.....	V	A-L	A-L	56
57	Amer. LaF. Chief 9R	3650	180	Op	11500	6200	P 32x6	DP32x6	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	57
58	Atterbury G	....	160	160	10000	3955	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	224.0	25.3	62-2800	L	G	C	2⅜	....	4	CC	....	Zen	G	A-L	A-L	58
59	Atterbury 45	....	175	188	12000	5300	B 7.50/20	DB7.50/20	Lyc ASB	6-3⅝x4½	278.6	31.6	85-3000	L	G	C	2⅝	....	4	CC	....	Zen	M	A-L	A-L	59
60	Autocar A	3200	150	192	12000	5060	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Ha	Str	V	D-R	D-R	60
61	Autocar D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Ha	Str	V	D-R	D-R	61
62	Available T-20	....	Op	Op	11000	4600	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	66-2600	L	C	C	2⅜	10 1/32	7	PC	Ha	Sch	M	D-R	D-R	62
63	Available T-23	....	Op	Op	14000	5600	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298.0	33.8	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	63
64	Available T-27	....	Op	Op	14000	5900	P 32x6	DP32x6	Wau MS	6-3¾x4¾	298	33.8	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	64
65	Brockway 120	....	156	170	12000	5200	P 32x6	DF32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	No	Zen	M	A-L	A-L	65
66	Brockway 140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	66
67	Chicago 1-18-A	....	146	206	......	4594	B 7.50/20	DB7.50/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2500	L	G	A	2⅜	9½	3	FP	No	Zen	M	A-L	A-L	67
68	Clinton 45	2840	162	Op	11000	4875	S 34x4°	DS34x4°	Bud KPU	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛ r	9 1/16	3	PC	No	Zen	V	Spl	D-R	68
69	Coleman C29	....	109	144	12300	6100	P 34x7	P 34x7	Bud DW 6	6-3¾x5	298.0	27.3	86-3000	L	G	C	3	9⅝	7	FP	No	Str	V	D-R	D-R	69
70	Commerce 40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	70
71	Commerce S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	71
72	Concord GX-6	3000	163	185	11640	5140	P 32x6	DP32x6	Bud DW6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	72
73	Corbitt 9B6	....	152	183	10500	4200	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	D-R	D-R	73
74	Corbitt 2-2½ T. 12W6	....	165	220	13000	4910	P 32x6	DP32x6	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	74
75	Corbitt 2-2½ T. 12B6	....	163	220	13000	4870	P 32x6	DP32x6	Con 16R	6-4x4⅛	311.0	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	75
76	Day-Elder 110	2095	156	186	11000	4600	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	M	D-R	D-R	76
77	Diamond T 303	1745	160	185	13500	5000	B 7.00/20	DB7.00/20	Her WXB	6-3¾x4½	298.0	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	77
78	Dodge Bros. F-40	1995	150	150	14590	5173	B 6.50/20	DB6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	78
79	Dodge Bros. F-41	2085	165	165	14750	5211	B 6.50/20	DB 6.50/20	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Ste	M	D-R	D-R	79
80	Douglas CGC4	2500	116	116	12500	4500	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	V	R-Bo	1	80
81	Douglas C4	3195	156	Op	12500	5100	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	E	L-N	L-N	81
82	Douglas C6	3320	168	Op	15500	5850	P 32x6	P 34x7	Bud DW-6	6-3¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	82
83	Duplex S	3600	160	...	12500	5600	P 32x6	P 36x8	Bud DW6	6-3¾x5	330	33.7	61-2100	L	G	C	2⅞ r	9	4	FP	No	Str	V	A-L	A-L	83
84	Fageol 130	2050	156	172	9500	4500	P 30x5	DP30x5	Wau V	4-4x5	251	25.6	45-2100	L	G	A	2⅜ r	7½	3	PC	Wa	Zen	V	D-R	D-R	84
85	Fageol 135	2250	162	178	9500	4800	P 30x5	DP30x5	Wau TL	6-3⅜x4¾	225	27.3	68-2500	L	G	A	2⅜ r	7⅝	4	FP	No	Zen	M	D-R	D-R	85
86	Federal A6	1855	151	176	10500	4580	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10 1/32	7	PC	KP	Zen	V	D-R	D-R	86
87	Fisher-Standard 20A	....	156	186	10500	4300	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	A-L	A-L	87
88	Fisher-Standard 23A	....	156	170	10500	4400	P 32x6	P 34x7	Con S4	4-4½x4½	255.3	28.9	50-2000	L	G	C	2¼	8⅜	3	FP	No	Zen	V	A-L	A-L	88
89	Fisher-Stand. Mer EX.	....	146	170	11000	4300	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	A-L	A-L	89
90	Fisher-Standard 10AK	....	136	165	3220	......	P 30x5	P 30x6	Con 17E	6-3⅜x4	214.7	27.3	60-2800	L	C	A	2⅛	9 11/32	7	FP	No	Zen	V	A-L	A-L	90
91	F.W.D. BTL-6	3900	137	160	11500	6000	P 36x8	P 36x8	Wau MS	4-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅝	7	PC	Wa	Zen	V	Eis	N-E	91
92	F.W.D. H6	3425	133	160	11000	5500	P 34x7	P 34x7	Wau MS	4-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅝	7	PC	Wa	Zen	V	Eis	N-E	92
93	Garford 40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	93
94	Garford S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	53-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	94
95	(X)Gen. M. T19	845	130	152	8500	2925	P 30x5	DP30x5	Pontiac	6-3 5/16x3⅞	200.3	26.3	58-3000	L	C	B	2 1/16 r	5⅝	3	PC	No	Mar	M	D-R	D-R	95
96	(X)Gen. M. T25	1285	130	152	9000	3580	B 7.00/20	DB7.00/20	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	96
97	(X)Gen. M. T30	1545	141	164	12500	4490	P 30x5	DP30x5	Buick	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	97
98	(X)Gen. Mot. T-26	1360	130	164	11000	3475	B 6.50/20	B 8.25/20	Own 257	6-3 5/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	98
99	Gramm CX-4	1095	131	180	12000	3900	B 6.50/20	DB 6.50/20	Con W-20	4-4⅛x4¼	227.0	27.2	55-2600	L	G	A	2⅛	5⅞	3	PC	No	Til	M	A-L	A-L	99
100	Gramm CX-6	1295	131	180	12000	4030	B 6.50/20	DB6.50/20	Con 16C	6-3⅜x4⅝	248.2	27.2	70-3000	L	C	C	2⅜	10	7	FP	No	Til	M	A-L	A-E	100
101	Gramm C	....	160	196	14000	4820	B 7.00/20	DB7.00/20	Lyc ASA	6-3⅝x4½	278.6	31.5	82-2600	L	G	A	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	101
102	Gramm-Bernstein 115S	....	149	196	9500	3750	P 30x5	P 30x5	Con 16C	6-3⅜x4⅝	248.3	27.3	66-2900	L	C	C	2⅜	10 1/32	..	PC	No	Zen	G	A-L	A-L	102
103	Gramm-Bernstein 115	....	146	160	9500	4650	P 32x6	P 30x5	Lyc C4W	4-4x5	251.3	25.6	34-2000	L	G	C	2⅛	9 1/16	5	PC	No	Zen	G	A-L	A-L	103
104	Gramm-Bernstein B6	....	144	184	11000	4590	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	66-2900	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	A-L	A-L	104
105	Hahn-Selden 37	....	151	...	10000	4800	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2760	L	G	C	2⅜	10⅛	7	FP	No	Zen	V	A-L	A-L	105
106	Hug 22	....	160	195	10080	4550	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	241.6	27.3	57-2200	L	G	C	2⅜	8 11/16	4	PC	Bu	Zen	V	A-L	D-R	106
107	Hug 60	....	118	...	12260	5700	P 32x6	DP32x6	Bud WTU	4-3¾x5⅛	226.4	22.5	37-1850	L	G	C	2⅛	7 11/16	3	PC	BU	Zen	V	Eis	D-R	107
108	Indiana 120	....	156	170	12000	5200	P 32x6	DP32x6	Con	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	No	Str	M	A-L	A-L	108
109	Indiana 140	....	156	188	14000	5500	P 32x6	DP32x6	Con	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	109
110	Indiana 111XW	....	120	120	12500	3730	P 32x6	DP32x6	Her	4-4x5	251.3	55.6	26-2000	L	G	C	2	9 1/16	3	CC	No	Str	G	Eis	Non	110
111	International SD-44	....	117	117	.....	3700	P 30x5	P 32x6	Lyc CT	4-3¾x5	221.5	22.5	43-2350	L	G	C	2⅛	9 1/16	5	PC	No	Zen	V	A-Bo	Non	111
112	International SD-46	....	117	117	.....	3750	P 30x5	P 32x6	Lyc 4SL	6-3¼x4½	224	25.3	61-2800	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-B0	Non	112
113	International A-4	....	145	185	.....	5070	P 32x6	DP32x6	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 1/32	7	PC	Ha	Zen	V	D-R	D-R	113
114	International SF-46	....	140	164	.....	3955	P 32x6	P 34x7	Lyc 4SL	6-3¼x4½	224	25.3	61-2800	L	G	C	2⅜	8 1/16	4	PC	No	Zen	M	D-R	D-R	114
115	Kenworth 125	2650	157	183	12500	5200	P 32x6	DP32x6	Her WXB	6-3¾x4½	298	33.7	67-2400	L	G	C	2⅝	13¼	7	PC	HA	Zen	V	A-L	D-R	115

Line Number	Radiator Make	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Gearset: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: R.duc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type	Line Number
																							1½ Ton — Cont'd			
1	Lon	P.Lon	War T9	U	4	No	Spi	Tim 52200H	SF	H	5.83	35.9	Tim 11703H	L4IH		TX	Ros	6½x2¾x¼		92	55½	32	40x2	54x2	N	1
2	Per	D.Det	Cot A	A	4	....	Blo 4	Own	BF	H	7.86	38.0	Own	O4M	252	2I	Ros	5½x2¼x½	C	112	81	36	42¾x2½	52¾x2½	½	2
3	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	....	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	3
4	Own	P.Lon	Own	U	4	No	Own 2	Own	S¾	U	6.6	42.2	Own	O4IM	358	....	Own	6x2¾x½	C	81½	51¾	38½	30½x2¼	36x2¼	N	4
5	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2½	50x3		5
6	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	6
7	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	S¼	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	7
8	Lon	D.Own	Mun	U	4	No	Spi	Tim 5261	S¼	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	50¼x2½	N	8
9	Per	D.Jon	W-G T9	U	4	No	Blo	Tim	S¾	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	....	36x2¼	45x2½	½	9
10	Per	D.Jon	W-G T9	U	4	No	Blo	Tim	S¾	H	5.66	36.3	Tim	L4IH	380	FD	Ros	6x2¾x¼	C	81¾	51½	....	36x2¼	45x2½	½	10
11	You	D.B-L	B-L 214	U	4	No	Spi	Tim 52200 H	....	H	5.83	37.4	Tim 12703- H	L4IH	308	TX	Ros	6x2½x¼	C	118½	73¾	34	42x2¼	50x2½	N	11
12	Chi	D.B-L	B-L 20	U	4	No	Blo	Tim 52000 H	BF	R	5.8	....	Tim 11703 H	L4IH	380	TX	Ros	5¾x2¾x½	C	110	....	34	41x2¼	50x2½	N	12
13	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim K	BF	..	5.1	....	Tim	L4IH		TX	Ros		C	110	66	34	41x2¼	30x2½		13
14	MeC	P.B&B	B-L	U	3	No	Spi	Cla	S½	H	5.5	26.4	Shu	K2IM	432	....	Ros	5½x3¼x½	C	99	54	34	40x2¼	54x2½	N	14
15	Lon	P.B&B	B-L	U	4	No	Spi 3	Col	S½	H	5.12	20.8	Col	C4IM	292	TX	Ros	5½x2½x¼	C	114	68	34	37x2¼	52x2½	N	15
16	Lon	Roc	M.M.	U	3	No	M.M.4	Own 700	S¼	H	5.29	72.4	Own 100	BE4IM	292	2I	Ros	5½x2¼x¼	T	93½	53½	32	40x2	46x2½	¼	16
17	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6½x3¼x¼	T	127¾	81	34	32x2¼	52x3	¼	17
18	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6½x3¼x¼	T	104	61½	34	32x2¼	52x3	¼	18
19	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6½x2¾x¼	T	127¾	81	34	42x2¼	52x3	¼	19
20	Lon	P.Own	Own	U	3	No	M.M.5	Eat 1502	S½	H	5.66	22.6	Eat 430 F	BE4IM	346	2I	CAS	6½x2¼x¼	T	104	61¼	34	42x2¼	52x3	¼	20
21	Mod	P.Own	W-G T7	U	4	No	M.M.5	Own 800	S½	H	6.50	42.9	Own 200	B4IM	295	2I	Ros	6½x2¼x¼	T	98½	55½	32	40x2¼	52x2½	¼	21
22	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200 H	SF	H	5.83	37.4	Cla F 304	L4IH	290	TD	Ros	5½x3x¼	C	126	82	34½	39x2½	52x3	¼	22
23	Fed	D.B-L	B-L 20	U	4	No	Spi 5	Tim 51000H	BF	..	4.8	5.9	Tim 11710H	L4IH	308	TX	Ros	5¾x3¼x¼	C	101	Opt	34	38x2¼	52x2½	¼	23
24	G&O	P.B&B	WO-BB	U	4	No	Spi 3	Tim 52200 H	SF	R	5.83	35.8	Tim 11710H	L4IH		TX	Han	6x2¼	C	111	62⅞	32½	38x2¼	57½x2½	N	24
25	Mod	D.B-L	B-L 31	U	3	No	Spi 4	Tim 54000H	BF	R	5.83	28.0	Tim 12703H	L4IH	279	CD	Ros	5x2½x½	C	84	56	33	38x2¼	50x2½	N	25
26	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 52200H	BF	H	5.83	37.4	Tim 11703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½		26
27	Chi	D.B-L	B-L 214	U	4	No	Spi 3	Tim 54200H	BF	..	6.8	43.6	Tim 14703H	L4IH	380	TX	Ros	6½x3¼x¼	C	128	81	34	37½x2¼	50x2½	N	27
28	Per	D.B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703 H	L4IH	....	TX	Ros	6½x3x¼	C	117¾	74½	32	42x2½	54x2½	½	28
29	Per	D.B-L	B-L 214	U	4	No	Cle 3	Tim 54200H	BF	R	5.83	29.1	Tim 14703H	L4IH	....	TX	Ros	6½x3x¼	C	117¾	74½	32	42x2½	54x2½	½	29
30	Own	D.Own	Own BG	U	4	No	Spi 4	Own BG	SF	H	4.90	24.2	Own BG	O4IV	415	FX	Own	7x3x½	T	96	54½	33¼	42x2¼	54x3		30
31	Mod	D.B-L	B-L 214	U	4	No	Pet 2	Tim 52000H	SF	H	4.85	Opt	Tim 11703H	L4IH	229	ID	Ros	6x2½x¼	C	108	72	34	40x2½	50x3	N	31
32	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		32
33	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	33
34	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3¼x½	C	97½	52¼	40½	38x2¼	50x2½	½	34
35	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3½x½	C	111½	67½	40½	38x2¼	50x2½	½	35
36	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.2	34.3	Own	L4IH	289	TX	Ros	6½x3¼x½	C	123½	71¼	40½	38x2¼	54x2½	½	36
37	Fed	D.B-L	B-L 20	U	3	....	Blo	Eat	B½	..	6.37	31.7	Eat	....	....	....	Ros	....	....	86¾	46¼	....	....	....	....	37
38	You	P.B&B	Ful WO	U	4	No	Spi	Tim 52200A	BF	H	5.83	31.2	Tim 11703H	L4IH	452	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	N	38
39	Own	D.B-L	B-L 35	U	4	....	Blo	Tim	B½	..	5.1	....	Tim	L4IH		TX	Ros	....	P	110	66	34	41x2¼	50x2½	..	39
40	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		40
41	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	41
42	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 52000 H	BS	H	5.82	29.1	Tim 11703 H	L4IH	219	TX	Ros	5¾x2½x¼	C	104	60	34	38x2¼	50x2½	N	42
43	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	'34IM		TX	Ros	7½x2¼x½	C	77½	40½	32	38½x2¼	50x2½		43
44	Fed	P.B&B	War	U	4	No	Spi	Cla	BF	H	5.6	35.8	Cla	B4IM		TX	Ros	7½x2¼x½	C	77½	40½	32	38½x2¼	50x2½		44
45	Own	P.B&B	War	U	4	No	Spi 3	Cla	F	H	5.6	22.0		B4IM		TX	Ros	7½x2¼x½	C	194¾	48½	32	38½x2¼	50x2½	N	45
46	MeC	Lon	WGASI-T9	U	4	....	Spi	Tim 53600	S¾	H	5.66	35.8	Tim30010-A1	B4IM	224	....	Ros	6x2¾x½	C	85½	50¼	34	36x1¾	45x2½		46
47	Own	P.Own	Own TBC	A	4	No	Spi 2	Own 20A	2½	R	6.9	32.1	Own 20A	O2XM	384	2I	Own	5½x3x¼	C	106½	69½	34	41x2½	48½x3	N	47
48	Own	P.Own	Own 5B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	33.4	Own 7D	L4IH	211	CX	Han	6¾x3½x¼	C	115½	68½	34½	41x2	54x3	N	48
49	You	D.B-L	B-L 35	U	4	No	Spi 3	Own 30R	WF	H	6.5	34.8	She 3FA[10]	O2IM	320	RI	Ros	6½x2¼x½	C	130¾	78½	30	40x2½	50x3	¼	49
50	Fed	P.Roc	Cov	U	4	No	M.M.2	Cla	S½	H	6.37	42.3	Own	B4IM	232	4I	Own	6x2¾x¼	C	86¾	51¼	37	36x1¾	45x2½	N	50
51	Fed	P.B&B	War	U	4	No	Spi	Cla	S½	H	6.37	40.8	Own	B4IM	232	4I	Own	6x2¾x½	C	86¾	51¼	37	36x1¾	45x2½	N	51
52	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	6.8	36.3	Tim 14703	L4IH	....	TX	Ros	6x2½x¼	C	....	....	32	41x2½	54x3	½	52
53	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000H	BF	H	5.83	31.2	Tim 14703H	L4IH	....	TX	Ros	6x2½x¼	C	....	79½	32	41x2½	54x3	½	53
54	Per	P.Lon	WG T9	U	4	No	Spi 3	Cla B-370	SF	H	6.38	40.8	Cla F208	L4IH	377	TX	Ros	6¾x2¾x½	T	126	70	34	38x2	54x2½	½	54
																								1¾ Ton		
55	Per	D.Own	Cov A4J	U	4	No	Blo	Tim 54000H	BF	H	5.83	37.1	Col 4003	L4IH	278	TX	Ros	6x2½x¼	C	94	60¼	34	40x2½	50x2½	½	55
																								2 Ton		
56	Per	D.B-L	B-L	U	4	No	Blo	Tim 54200H	BF	R	6.8	22.4	Tim 14703H	L4IH	456	TX	Ros	6x3½x¼	C	132⅝	82⅝	34	38x2½	54x2½	N	56
57	G&O	P.B&B	Own	A	4	No	Spi	Tim 65000BX	WF	R	6.0	28.8	Tim 14703BX	B4IM		TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	57
58	Per	P.B&B	Cov F4B	U	4	....	Spi	Tim 54200H	B	H	6.80	45.1	Tim 31000H	L4IH	450	....	Ros	5½x3¾x¼	..	142	81½	34	38x2½	50x7½	..	58
59	Per	P.B&B	Cov W4C	U	4	....	Spi 400	Tim 54200H	B	H	6.80	39.8	Tim 31000H	L4IH	450	....	Ros	7x3¼x¼	..	149	92	34	39x2½	56x3		59
60	Per	P.Lon	B-L 51	U	4	No	Spi	Own SA	SF	H	5.22	27.3	Tim 14703	LO4ID	460	21M	Ros	6½x3x½	C	114¾	63¼	34	40x2½	54x3	N	60
61	Per	P.Lon	B-L 51	U	4	No	Spi	Own SD	2F	H	6.30	33.7	Tim 14703	LO4ID	460	21M	Ros	6½x3x½	C	114¾	63¼	34	40x2½	54x3	½	61
62	You	D.B-L	B-L 214	U	4	No	Blo	Tim 54200H	SF	R	6.8	43.8	Shu 5429	L4IH	....	TX	Ros	6x2¼x½	P	Opt	Opt	31½	38x2¼	50x3	½	62
63	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 56200H	SF	R	7.3	39.0	Shu 5429	L4IH	....	TX	Ros	6x2½x½	P	Opt	Opt	32	38x2¼	50x3	½	63
64	You	D.B-L	B-L 35-4	U	4	No	Blo	Tim 64800H	WF	R	7.3	39.0	Shu 5572	L4IH	....	TX	Ros	7x2½x½	P	Opt	Opt	32	40x2½	50x3		64
65	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	¼	65
66	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	¼	66
67	Chi	P.B-L	B-L 214	U	4	No	Spi 3	Tim 56200H	BF	R	6.2	39.7	Tim 12703H	L4IH	338	TX	Ros	7x4x¼	T	....	....	33½	41½x2½	54x3		67
68	Per	D.B-L	B-L 35	A	4	No	Blo	Tim 65000 H	W½	H	7.75	41.5	Tim 15302	T2IM	153	2I	Ros	6¾x2½x½	T	Opt	Opt	33¼	40¼x2½	51½x3	N	68
69	R-T	D.Ful	Ful G U 14	U	4	S.A. 4	Spi 4	Wis	2F	H	8.05	154	Wis	L24IH	138	CD	Ros	10x2¼x¼	T	108	78	30	48x3	48x3	C	69
70	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		70
71	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	71
72	Own	D.B-L	B-L 35	U	4	....	Blo 2	Wis 4610	RF	H	6.8	36.4	Tim 15300	W2IMV	....	TD	Ros	6x3x¼	C	Opt	85	32½	36x2½	46x2½	½	72
73	Per	P.B-L	B-L 214	U	4	No	Spi	Tim 54200H	BF	H	5.57	27.8	Tim 14703H	L4IH	276	TX	Ros	7x2¾x¼	T	Opt	Opt	34	38x2¼	54x3	½	73
74	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	H	Opt	Opt	Tim 14703H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	74
75	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	Opt	Opt	Tim 14703H	L4IH	578	TX	Ros	7x3½x¼	T	134	82	34	40x2½	54x3	½	75
76	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 54200H	BF	H	6.80	44.9	Tim 12703H	L4IH	306	TX	Ros	7x3¼x¼	C	135½	79	33½	40x2½	54x3	½	76
77	G&O	P.B&B	Cov	U	4	No	Spi 3	Cla B613	SF	H	Opt	Opt	Cla F308	L4IHV	279	TD	Ros	6½x3½x¼	C	....	....	....	45¼x2½	53x2½	½	77
78	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	350	CD	Jac	9½x2¾x½	C	124½	69¾	33½	42x3	56x3½	..	78
79	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	6.38	55.2	Own	L4IH	350	CD	Jac	9½x2¾x½	C	144½	84¾	33½	42x3	56x3½	½	79
80	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	2I	Ros	6x2x¼	T	61	45	31	35x2½	48½x2½	½	80
81	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.9	44.8	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	81
82	Own	D.Ful	FulMGU14	U	4	....	Blo 3	Wis 6617	2F	R	6.33	41.1	Shu 510	W2IM	538	CX	Ros	6x2x¼	T	144	88	31	46x2½	52x2½	½	82
83	Mod	D.B-L	B-L	U	4	No	Cle	Tim 65001	WF	H	6.75	36.2	Shu 5510	T2IM	....	2I	Ros	6x3½x¼	C	....	....	34	39x2½	50x2½	½	83
84	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	....	TX	Tos	5x3x¼	C	128½	83½	....	37x2½	56x3	N	84
85	Per	P.Lon	W-G T9	U	4	No	Spi 3	Tim 54000 H	BF	H	4.62	22.2	Tim 12700 H	L4IH	....	TX	Ros	5x3x¼	C	144	83½	....	37x2½	56x3	N	85
86	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	SF	H	6.38	38.5	Cla F304	L4IH	450	TI	Ros	6½x2¼x¼	C	119	71	34	40x2¼	52x3	N	86
87	Lon	P.B-L	B-L314	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	38.5	Tim 14703H	L4IH	452	TX	Ros	6x2¾x¼	C	130	80½	32	40x2	54x3	N	87
88	Lon	P.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.5	Tim 14703H	L4IH	452	CD	Ros	6x2½x¼	C	120	79	32	43x2½	54x3	N	88
89	Lon	P.B&B	Own	A	4	No	P-S 4	Cla B610	BF	H	6.38	38.5	Cla F304	L4IH	450	TX	Ros	6x3½x¼	C	119	71	34	40x2¼	52x3	¼	89
90	Lon	P.Lon	Cov F4B	U	4	No	Spi	Tim 52300H	SF	H	....	....	Tim 31000H	....	....	....	Ros	6½x2¾x½	C	108	71½	32	40x2	54x2	N	90
91	Per	D.B-L	B-L 55	A	7	R7	Blo 4	Own HT	BF	H	6.95	84.7	Own H	O4XM	252	2I	Ros	5½x2¼x½	C	120½	86½	36	42¾x2½	52¾x2½	½	91
92	Per	D.B-L	B-L 51	U	4	No	Blo 4	Own	BF	H	8.92	47.7	Own	O4XM	252	2I	Ros	5½x2¼x½	C	115½	81½	36	42¾x2½	52¾x2½	½	92
93	Lon	D.B-L	B-L 35	U	4	....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3		93
94	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x½	P	133½	83	34	36x2¼	48x2½	N	94
95	Lon	P.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	6.2	34.5	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	5¼x2½	N	95
96	Lon	D.Own	Mun	U	4	No	Spi	Tim 5261	S½	H	5.83	29.6	Tim 11710	B4IM	377	TX	Jac	6x2¼x½	P	87	48	34	38x2	5¼x2½	N	96
97	Lon	D.Own	Mun	U	4	No	Spi	Eaton 1617	S½	H	5.63	28.6	Eaton 433-F	B4IM	453	TX	Jac	6½x3x½	P	107	59	34½	38x2½	50x3	½	97
98	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	98
99	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	99
100	Per	D.Jon	W-G T9	U	4	No	Blo	Tim 54200H	BF	H	5.8	37.0	Tim 31000H	L4IH	452	FD	Ros	10x2¾x¼	C	81	51¾	34	36x2¼	45x2½	½	100
101	Per	D.Own	Cov W4C	U	4	No	Blo 2	Tim 54000	BF	H	4.85	31.0	Col 4003	L4IH	353	TX	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	101
102	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73¾	30½	38x2	50x2½	..	102
103	Own	D.Ful	Ful S U12	U	3	....	Blo	Cla B504	B½	H	6.38	25.5	Shu 5405	K2IM	378	CX	Ros	5½x2½x¼	C	127	73½	30½	38x2	50x2½	..	103
104	You	D.Ful	Ful KU-10	U	4	No	Blo	Tim 54002H	BF	H	5.83	37.9	Tim 12703H	L4IH	308	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2¼	52x3	N	104
105	Chi	D.B-L	B-L 35	U	4	No	Blo 2	Tim 54200 H	BF	R	....	....	Tim 12703 H	L4IH	....	TX	Ros	5¾x2¾x¼	C	120	....	34	41x2¼	50x2½	N	105
106	You	D.Ful	Ful K U10	U	4	No	Blo 3	Cla 510	S½	H	5.66	36.8	Cla 304	L4IH	288	CD	Ros	8x3x½	C	Opt	....	31½	41x2½	54¼x3	½	106
107	You	D.B-L	B-L 51	U	4	No	Blo 2	Wis 6600	2F	H	6.92	37.0	Shu 550	W2IM	300	2I	Ros	5x3x½	I	....	....	....	38½x2	37¾x2½	¼	107
108	G&O	D.B-L	B-L	U	4	No	Spi 3	Tim	SF	H	5.85	31.3	Col	L4IH	353	TX	Ros	7½x3x¼	T	108	69	34	40x2½	54x2½	¼	108
109	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.66	35.3	Col	L4IHV	356	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	¼	109
110	MeC	P.B&B	B-L	U	4	No	Spi	Wis	2F	H	6.57	35.2	Shu	K2IM	370	TX	Ros	6½x3¼x¼	T	50¼	43	34	40x2½	38¼x2½	N	110
111	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S¼	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6½x3¾x¼	T	42¾	38½	34	42x2¼	38½x2½	N	111
112	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S¼	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	6½x3¾x¼	T	42¾	38½	34	42x2¼	32x2½	N	112
113	Mod	P.Own	Own A-5	U	5	No	MM6	Own 900	S¼	H	6.50	47.8	Own 250	BE4IM	378	2I	Ros	7x3¼x¼	T	104	61½	34	42x3	54x3	¼	113
114	Lon	P.Own	Own	U	4	No	M.M.5	Eat 2002	S¼	H	6.87	40.6	Eat 430A	BE4IM	421	2I	CAS	7½x3¾x¼	T	104	61½	34	42x2¼	54x3	¼	114
115	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 56200H	SF	H	6.17	39.6	Tim 14703 H	L4IH	356	TD	Ros	8x2¼x¼	T	114	74¼	31½	40x2½	52x3	½	115

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	2 Ton—Cont'd																									
1	Kleiber....52	1500	152	158	......	3000	P 32x6	P 32x6	Con	6-3⅜x4	214.7	27.3	61-3000	L	C	C	2⅛	9 11/16	7	PC	No	Str	G	D-R	D-R	1
2	LaFra.-Republic..D-1	....	144	175	9000	3750	P 30x5	DP30x5	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2750	L	G	C	2⅜	8 1/16	4	PC	No	Zen	V	A-L	A-L	2
3	Lange....L	3450	144	210	15000	5800	P 32x6	DP32x6	Her WXC	6-4x4½	339	38.4	74-2400	L	G	C	2⅝	13½	7	PC	Pe	Str	M	A-L	A-L	3
4	Larrabee....35	2575	152	179	11425	5000	B 7.00/20	DB7.00/20	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	G	D-R	D-R	4
5	LeMoon....HB21	2400	163	190	12000	4600	P 32x6	DP32x6	Wau 6MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	....	4	PC	No	Str	G	A-L	A-L	5
6	Maccar....40A	2500	126	182	12400	5350	P 32x6	DP32x6	Bud 298	6-3¾x4½	298.0	33.7	83-3000	L	G	C	3	....	7	PC	No	Str	M	D-R	D-R	6
7	Moreland....RR-7	2025	158	...	9300	4000	P 32x6	P 32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	70-1300	L	..	C	2⅜	10 1/32	7	PC	No	Zen	M	A-L	A-L	7
8	Netco....B	....	148	200	9500	5000	B 7.00/20	B 7.00/20	Wau 6TL	6-3⅜x4¾	255.0	27.3	68-2600	L	G	A	2⅜	7⅝	4	FP	Ha	Zen	M	A-L	A-L	8
9	Noble....146	2885	175	194	11850	4850	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	57-2500	L	G	C	2⅜	8 11/16	4	FP	Bu	Str	V	A-L	A-L	9
10	Omort....200	....	124	148	11500	4800	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	10
11	Pierce-Arrow....PT	....	160	200	12000	5600	B 7.50/20	DB7.50/20	Own	6-3¾x4½	298	33.7	70-2600	L	G	C	2⅝	13¼	7	FP	Han	Zen	M	D-R	D-R	11
12	Relay....40	3240	168	185	......	5500	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	12
13	Relay....S11	2030	162	...	......	4700	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	56-2100	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	13
14	Relay 50	3860	161	...	136000	6800	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	14
15	Reo....FC	1645	152	...	136000	4025	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	15
16	Reo....FD	1745	168	...	......	4075	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	16
17	Reo....FH	1545	142	...	......	4165	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	17
18	Schacht De Luxe...20	....	160	174	......	5300	B 7.50/20	DB 7.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	C	C	2⅜	10 1/32	7	FP	No	Zen	M	D-R	D-R	18
19	Service 40	3240	168	185	......	4900	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2000	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	19
20	Service....S11	2030	162	...	......	4500	P 32x6	DP32x6	Bud HS6	6-3⅜x4½	241.6	27.3	52-2200	L	G	C	2⅜	8	4	PC	No	Zen	V	A-L	A-L	20
21	Sterling....DB9-64	....	139	168	9000	3625	P 34x7	P 34x7	Con 16C	6-3⅜x4⅝	248.2	27.3	63-2500	L	C	C	2⅜	10 1/32	7	FP	....	Zen	V	.....	D-R	21
22	Stewart....28X	1495	136	176	......	3958	B6.50/20	B6.50/20	Lyc 4SL	6-3¼x4½	224.0	25.3	61-2600	L	G	C	2⅛	9 11/16	4	FP	No	Str	V	D-R	D-R	22
23	Stewart....29XS	1695	145	176	10235	4450	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278	31.5	85-3100	L	G	C	2⅛	9 1/16	4	FP	No	Str	G	D-R	D-R	23
24	Studebaker....S-50	895	148	160	9560	3810	B 6.50 20	DB6.50/20	Own	6-3¼x4⅛	205	25.4	70-3200	L	C	C	2⅛	9	4	CC	Ha	Str	M	D-R	D-R	24
25	White....56	3125	165	175	13000	5276	S 36x4	S 36x7	Own GRC	4-4x5¾	289	25.6	45-1600	L	G	S	2¼	11¾	3	FP	Own	Zen	V	L-N	L-N	25
26	White 160-161 1 to 2T	....	138	157	......	......	P 30x5	P 30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	26
27	White..162 1 to 2T	....	138	157	10000	4260	P 30x5	DP30x5	Own GRCB	4-4x5¾	289.	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	27
28	Wichita....6-50	3250	165	Op	12500	5600	P 32x6	P 32x6	Wau 6XK	6-3¾x4½	298	33.7	64-2200	L	G	C	2⅜	12½	7	CC	Wa	Str	V	D-R	D-R	28
29	Witt-Will....C2B	2450	158	...	12500	5400	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10 1/32	7	PC	No	Zen	M	D-R	D-R	29
30	Witt-Will....C2W	2550	158	...	12500	5400	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	66-3200	L	C	C	2⅜	10 1/32	7	PC	No	Zen	M	D-R	D-R	30
31	Witt-Will....R2B	....	158	...	12500	5820	P 32x6	DP32x6	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	31
32	Witt-Will....R2	....	158	...	13200	5800	P 32x6	DP32x6	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	32
33	World....DC-60	1845	150	164	12000	4450	B 7.00/20	DB7.00/20	Lyc 4SL	6-3¼x4½	224	25.3	61-2750	L	G	C	2⅜	7 11/16	4	PC	No	Zen	V	A-L	A-L	33
34	World....DA-88	2300	177	177	12000	4720	B 7.50/20	DB7.50/20	Lyc GR	8-2⅞x4¾	246.7	26.4	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	34
	2½ Ton																									
35	Acme....56 Spec.	3577	178	Op	13850	7050	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	14 1/16	7	FP	Co	Str	V	A-L	A-L	35
36	Acme....52	3770	186	Op	14550	7150	P 34x7	DP34x7	Con 18 R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	14 1/16	7	FP	Co	Str	V	A-L	A-L	36
37	Amer. LaF...Chief 9R	3900	180	Op	14000	6400	P 34x7	DP34x7	Own	6-3¾x5	331.0	33.7	65-2100	L	G	C	2½	9	4	FP	On	Str	V	D-R	D-R	37
38	Atterbury....50	....	189	202	14000	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	38
39	Autocar....D	3500	150	192	15000	5300	P 34x7	DP34x7	Own	6-4x4¾	358.0	38.4	82-2400	L	G	C	3	13¼	7	FP	Ha	Str	V	D-R	D-R	39
40	Available....T-30	....	Op	Op	16000	6500	P 34x7	DP34x7	Wau ML	6-4x4¾	358.1	38.4	67-2300	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	40
41	Available....T-37	....	Op	Op	16000	7500	P 34x7	DP34x7	Wau MK	6-4⅛x4¾	380.9	40.8	87-2500	L	G	C	2⅝	12½	7	FP	Wa	Sch	V	D-R	D-R	41
42	Brockway....140	....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	42
43	Brockway....141-4	....	170	200	17000	6200	P 32x6	DP32x6	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10	3	CC	Pe	Zen	V	Eis	A-L	43
44	Brockway....141-6	....	170	200	17000	6200	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	K P	Zen	M	A-L	A-L	44
45	Brockway....170	....	170	200	17000	6800	P 32x6	DP32x6	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	45
46	Chicago....1-24-A	....	160	208	13273	5773	B 8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	358.0	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Zen	M	A-L	A-L	46
47	Coleman....C30	....	120	144	......	7700	P 38x7	P 38x7	Bud DW6	6-3¾x5	331.0	27.3	73-2200	L	G	C	3	9⅞	7	FP	Bu	Zen	V	D-R	D-R	47
48	Commerce....60	4580	175	192	......	7000	P 36x6	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	48
49	Commerce....40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56.2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	49
50	Corbitt. 2½-3 T. 15B6	....	174	220	15500	5870	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	50
51	Corbitt. 2½-3 T. 15W6	....	183	224	15500	6160	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	C	2¾	11 11/16	7	FP	No	Zen	V	D-R	D-R	51
52	Day Elder....130	2895	150	204	13000	6400	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.0	38.4	75-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	52
53	Diamond T....551	2250	168	186	15500	5600	B 7.50/20	DB7.50/20	Her WXC	6-4x4½	339	38.4	75-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	53
54	Diamond T....506	3000	174	240	17500	6900	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	383.0	43.3	84-2200	L	G	C	2⅝	....	7	PC	Ha	Zen	M	A-L	A-L	54
55	Diamond T....504	2675	166	208	17500	6400	B 8.25/20	DB8.25/20	Her WXC	6-4x4½	339	38.4	75-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	M	A-L	A-L	55
56	Douglas....CD4	3815	190	Op	17500	5860	P 34x7	P 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2⅜	10 1/32	3	PC	Bu	Zen	E	L-N	L-N	56
57	Douglas....CD6	3940	190	Op	17500	5800	P 34x7	P 36x8	Bud DW6	6-6¾x5	331.3	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Zen	E	L-N	L-N	57
58	Fageol....250	2950	178	196	12500	5250	P 32x6	DP32x6	Wau MK	6-4⅛x4¾	381	40.8	87-2500	L	G	A	2⅝	12½	7	FP	No	Zen	V	D-R	D-R	58
59	Federal....A6T	2185	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10 1/32	7	PC	KP	Zen	V	D-R	D-R	59
60	Federal....A6TW	2360	151	176	13000	4950	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248	27.3	64-2500	L	C	C	2⅜	10 1/32	7	PC	KP	Zen	V	D-R	D-R	60
61	Fisher-Stand. Mer. Ex.	....	146	170	12000	4300	P 32x6	P 34x7	Con S4	4-4¼x4½	255.3	28.9	50-2220	L	G	C	2¼	8⅜	3	FP	No	Zen	V	A-L	A-L	61
62	Fisher-Stand. Mer. Ex.	....	146	170	12000	4200	P 32x6	P 34x7	Con 16C	6-3⅜x4⅝	248.2	27.3	65-2700	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	A-L	A-L	62
63	Fisher-Stand. H. D. 6	....	155	206	16000	6000	P 32x6	DP32x6	Con 16R	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	63
64	F.W.D....HH6	4000	133	160	12500	6000	P 36x8	P 36x8	Wau MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	12⅜	7	PC	Wa	Zen	V	Eis	N-E	64
65	Garford....40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	65
66	Garford....60	4580	175	192	......	7000	P 36x6	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	66
67	(X)Gen.Mot.T30....	1605	141	164	12500	4525	P 32x6	DP32x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	67
68	(X)Gen Mot.T42....	1845	141	181	15000	4725	P 32x6	DP32x6	Buick	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	68
69	(X)Gen. Mot....T-26	1390	130	164	11000	3470	B 6.50/20	DB6.50/20	Own 257	6-3 7/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	69
70	Gramm....D	....	160	196	17000	5100	B 7.50/20	DB7.502/0	Lyc ASD	6-3¾x4½	299.0	33.7	85-2800	L	G	C	2⅝	9⅛	4	PC	No	Zen	M	A-L	A-L	70
71	Gramm-Bernstein...K	....	160	...	14000	5100	B 7.50/20	DB7.50/20	Bud H298	6-3¾x4½	298.0	33.7	86-3000	L	G	C	3	9⅞	7	FP	....	Zen	M	D-R	D-R	71
72	Gramm-Bernstein..D	....	152	212	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311.0	38.4	73-2400	..	C	C	2¾	13 1/16	7	FP	No	Zen	V	A-L	A-L	72
73	Hahn Selden....39	....	164	...	13000	5800	P 32x6	DP32x6	Con 16R	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	73
74	Hendrickson....Std. 6	3350	Op	Op	15000	6500	B 8.25/20	BD8.25/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	74
75	Hug....85-2½-3T	....	114	114	15800	7000	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛	9 1/16	3	PC	Bu	Zen	V	Eis	D-R	75
76	Hug....85D-2½-3T	....	114	114	16250	7000	P 34x7	DP34x7	Bud KBU-I	4-4x5¼	263.9	25.6	43-2000	L	G	C	2⅛r	9 1/16	3	PC	Bu	Zen	V	Eis	D-R	76
77	Indiana....140	....	156	188	14000	5500	P 34x7	DP34x7	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	77
78	Indiana....170	....	170	200	17000	6800	P 32x6	DP32x6	Con	6-4⅛x4¾	380.9	40.8	88-2400	H	C	N	2¾r	13 1/16	7	CC	KP	Str	M	A-L	A-L	78
79	Indiana....115A	....	132	132	15000	4970	P 32x6	DP34x7	Her	4-4½x5	283.5	28.9	56-2000	L	G	C	2	9¾	3	CC	No	Str	G	Eis	A-L	79
80	Indiana....615A	....	136	136	15000	5160	P 32x6	DP34x7	Wis	6-3⅜x5	268.3	27.3	65-2500	H	C	C	2½	7⅝	3	CC	KP	Str	G	Eis	A-L	80
81	Indiana....141-4	....	170	200	17000	5900	P 32x6	DP32x6	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10	3	CC	Pe	Str	V	Eis	A-L	81
82	Indiana....141-6	....	170	200	17000	5900	P 32x6	DP32x6	Con	6-4x4⅛	311.0	38.4	73-2400	H	C	N	2¾	13 1/16	7	CC	K P	Str	M	A-L	A-L	82
83	International...HS-54	....	148	200	......	7500	S 36x5°	S 36x8°	HaS 151	4-4¼x5½	312.0	28.9	54-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	G	R-Bo	.....	83
84	International....W-1	....	148	200	......	8300	S 36x5°	S 36x8°	Ha S151	4-4¼x5½	312.0	28.9	59-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	V	R-Bo	D-R	84
85	International..HS-54C	....	148	200	......	8165	S 36x5°	S 36x10°	HaS 151	4-4¼x5½	312.0	28.9	54-1800	H	C	A	2¾	8⅜	3	PC	HS	Zen	G	R-Bo	.....	85
86	Kenworth....145	3250	158	184	14500	5500	P 34x7	DP34x7	Her WXC	6-4x4½	339.0	38.4	74-2400	L	G	C	2⅝	13¼	7	PC	Ha	Zen	V	D-R	D-R	86
87	Kleiber....64	2950	180	180	......	5600	P 32x6	DP32x6	Con 16R	6-4x4⅛	311.0	38.4	74-2400	L	C	..	2½	10	4	PC	No	Str	V	D-R	D-R	87
88	Kleiber....56	2550	180	180	......	......	P 32x6	DP32x6	Bud	6-3¾x4½	298.2	33.8	86-3000	L	C	C	3	....	7	PC	....	Str	V	D-R	D-R	88
89	Kleiber 54	2275	170	...	......	......	P 30x5	DP30x5	Bud	6-3½x4½	259.9	29.4	75-3000	L	..	C	3	....	7	....	....	Str	V	D-R	D-R	89
90	LaFra.-Republic....F2	....	174	198	13000	5500	P 32x6	DP32x6	Lyc TF	6-3⅝x5	309.6	31.2	83-2800	L	G	C	2¾	10	4	PC	No	Zen	V	A-L	A-L	90
91	Lange....O	3950	146	212	17000	5985	P 34x7	DP34x7	Her YXB	6-4x4¾	359	38.4	80-2200	L	G	C	3	15	7	PC	Pe	Str	V	A-L	A-L	91
92	Larrabee....45	3115	154	185	14490	6315	B 7.50/20	DB7.50/20	Con 16R	6-4x4⅛	311.1	38.4	70-2400	H	C	C	2½	13 1/16	7	FP	No	Zen	G	D-R	D-R	92
93	LeMoon....HB26	3250	160	190	15000	5600	P 34x7	DP34x7	Wau 6MS	6-3¾x4¾	315	33.7	72-2500	L	G	C	2⅝	....	4	PC	No	Str	G	A-L	A-L	93
94	LeMoon....HB27	3600	169	199	15000	6000	P 34x7	DP34x7	Wau 6KU	6-4¼x4¾	404	43.3	80-2000	L	G	C	3	....	4	PC	Wa	Str	G	A-L	A-L	94
95	Netco....C	....	148	200	14500	6000	B 8.25/20	B 8.25/20	....	6-4⅜x5⅛	462.0	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	95
96	Omort....250	....	124	148	13000	6200	P 32x6	DP32x6	Her OX	4-4x5	251.3	25.6	46-2000	L	G	C	2	9¾	3	PC	No	Zen	V	A-L	A-L	96
97	Omort....25	....	130	130	14000	6100	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	97
98	Oskosh....L	4375	146	165	15150	7150	B 9.75/20	B9.75/20	Her WXC	6-4x4½	339.0	38.4	70-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	L-N	98
99	Relay 40	3275	168	185	......	5700	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2100	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	99
100	Relay....50	4000	161	...	......	7000	P 36x6	DP38x7	Bud DW6	6-3¾x5	331.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	100
101	Relay....60DA	4555	175	192	......	7350	P 36x6	DP36x6	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	101
102	Schacht De Luxe..20A	....	136	174	......	5500	B 7.50/20	DB 7.50/20	Con 16C	6-3⅜x4⅝	248.3	27.3	65-2600	L	C	C	2⅜	10 1/32	7	PC	No	Zen	..	D-R	D-R	102
103	Service....40	3240	168	185	......	5100	P 36x6	DP36x6	Bud DS6	6-3⅝x5	309.6	31.5	56-2000	L	G	C	2½	7⅞	4	PC	No	Zen	V	A-L	A-L	103
104	Service....60	4580	175	192	......	7000	P 36x5	DP36x6	Bud BA-6	6-4⅛x5⅛	410.9	40.8	73-2000	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	104
105	Sterling. DB11-64	....	150	164	11000	4295	P 34x7	P 34x7	Wau 6XL	6-3½x4½	260	29.4	58-2400	L	G	A	2⅜	12½	7	FP	Wa	Zen	V	.....	L-N	105
106	Stewart....18X	2690	165	220	......	5806	P 32x6	DP32x6	Lyc TF	6-3⅝x5	310.0	31.5	85-2750	L	G	C	2¾	10	4	FP	Pe	Str	V	D-R	D-R	106
107	Stewart....32X	1990	165	220	12135	5100	P 32x6	DP32x6	Lyc ASA	6-3⅝x4½	278.0	31.5	80-2500	L	G	C	2⅜	9 1/16	4	PS	Ha	Str	P	D-R	D-R	107
108	Studebaker....88	3295	184	...	12500	4920	B7.50/20	DB 7.50/20	Own	8-3½x4⅜	337.0	39.2	115-3200	L	G	C	2⅜	9 11/16	5	PC	No	Str	M	D-R	D-R	108
109	White. 65K, 2 to 2½ T.	4600	180	180	15000	7408	B 8.25/20	DB8.25/20	Own 3A	6-4⅜x5⅛	396	38.4	72-1800	H	C	S	2¾	12⅛	7	FP	Own	Zen	M	D-R	L-Nx	109
110	White....51A	3750	170	190	17000	6438	S 36x5°	S 36x8°	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	110
111	White..210-1, ...1½-2½T	....	148	196	......	......	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	111
112	White.212, 1½-2½T..	....	148	196	......	......	P 30x5	DP30x5	Own GRCB	4-4x5¾	289	25.6	45-1800	L	G	S	2¼	11¾	3	FP	Own	Zen	V	D-R	D-R	112
113	Wichita....6-60	3750	170	Op	14000	5945	P 34x7	DP34x7	Wau ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	CC	Wa	Str	V	D-R	D-R	113
114	Witt-Will....R2B	2900	158	...	12500	5800	P 32x6	DP32x6	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	114
115	Witt-Will....R2	3000	158	...	12500	5800	P 32x6	DP32x6	Con 16R	6-4x4⅛	311	38.4	72-2400	H	C	N	2¾	11 11/16	7	FP	No	Zen	M	D-R	D-R	115
116	World....DB-88	2595	164	178	13500	5040	B 8.25/20	DB8.25/20	Lyc GR	8-2⅞x4¾	246.7	26.4	96-3400	L	C	C	2⅜	8⅝	5	CC	Ha	Zen	M	A-L	A-L	116

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																							2 Ton—Cont'd			
1	Own	D.B-L	B-L 20	U	4	No	Spi	Tim 52200 H	B⅛	H	5.36	....	Tim 12703H	L4IH	448	TX	Ros	5⅛x3¼x¼	C	100	64	34	38x2¼	52x2½	N	1
2	G&O	P.B&B	Ful	U	4	No	S-P 3	Tim 54200H	SF	R	5.83	37.9	Tim 12703H	L IH	....	TX	Han	6x2x¼	C	111	62⅛	32½	38x2	57½x2½	P	2
3	Mod	D.B-L	B-L 35	U	4	No	Spi 5	Wis 6617	2F	R	7	37.5	Shu 510	W2IM	678	CD	Ros	6x2½x¼	C	104	62	33	40x2½	56x3	½	3
4	Per	D.B-L	B-L 214	U	4	No	Spi	Tim 54200H	B-F	H	6.80	43.6	Tim 12703H	L4IH	452	TD	Ros	6x3x¼	C	Opt	Opt	34	38x2¼	54x2½	½	4
5	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 64800H	WF	..	6.4	41.2	Tim 14703H	L4IH	578	TX	Ros	6½x3¾	C	128	81	34	37½x2¼	50½x2½	N	5
6	Per	D.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	R	6.16	....	Tim 14703H	L4IHV	....	FD	Ros	6½x3x¼	C	....	....	....	42x2½	54x2½	½	6
7	Lon	P.B-L	B-L 35	U	4	No	Pet	Tim 54004 H	SF	R	5.83	32.9	Tim 12703 H	L4IH	275	TI	Ros	7½x2¾x¼	C	132	78	34	40x2½	54x3	½	7
8	Mod	D.B-L	B-L 314	U	4	No	Pet 2	Tim 54000H	BF	H	5.83	Opt	Tim 12703H	L4IH	240	TD	Ros	6x3x¼	C	120	84	..	40x2½	50x3	½	8
9	Chi	D.Ful	Ful	U	4	No	Blo	Tim 54200H	BF	H	5.83	37.9	Tim 14703H	L4IH	452	TI	Ros	5½x2¾x¼	C	128	88	34	40x2¼	48x3	N	9
10	You	D Ful	FulMGU14	U	4	No	Blo 2	Wis 4610	2F	R	6.00	39.0	Shu 310	W21M	250	2I	Ros	6x3¼	C	84	49	33¾	36x2¼	54x3	N	10
11	Lon	P.Lon	Cla	U	4	No	Cle	Tim	WF	R	5.23	34.	Tim	B4IMV	388	TD	Han	7½x4x⅞	C	123⅜	69⅜	34	38x2½	56x3	½	11
12	Lon	D.B-L	B-L 35	U	4	No	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	C	144	90	34	40x2½	50x3	..	12
13	Lon	P.B-L	B-L 20	U	4	No	Blo	Own 20	2R	..	6.00	30.0	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	13
14	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82.	34	40x2¼	54x3	..	14
15	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6½x3⅞x⅞	C	111⅜	67⅞	40½	38x2¼	50x2½	N	15
16	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅞x3⅜x¼	C	127⅛	83⅞	40½	38x2¼	50x2½	N	16
17	Own	D.B-L	Own	U	4	No	Cle	Own	S½	H	5.7	37.6	Own	L4IH	289	TX	Ros	6⅞x3⅜x¼	C	87⅞	57⅞	40½	38x2¼	50x2½	N	17
18	You	D.B-L	B-L 35	U	4	No	Spi	Tim 54200 H	SF	H	5.83	31.2	Tim 12703 H	L4IH	452	TX	Ros	6x3x¼	C	....	....	31½	40x2½	50x3	¼	18
19	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	19
20	Lon	P.B-L	B-L 20	U	4	No	Blo	Tim 54000	SF	..	5.8	29.2	Col 5530	L4IH	297	FX	Han	6x2½x⅞	P	133½	83	34	36x2¼	48x2½	N	20
21	Per	D.B-L	B-L 20	U	4	No	Spi	Tim 54000 H	BS	H	5.82	29.1	Tim 12703 H	L4IH	306	TX	Ros	5⅝x2⅝x¼	C	102	60	34	38½x2¼	54x3	N	21
22	Own	D.Ful	Ful	U	4	No	Spi 3.	Cla	S½	R	6.37	47.0	.....	B4IM	....	TX	Ros	7½x2⅜x¼	C	114¾	63¾	32	38½x2¼	50x2½	½	22
23	Own	D.Ful	.....	U	4	No	Spi 3	Tim	BF	R	6.37	44.4	Cla	B4IM	....	TX	Ros	7½x2¾x¼	C	114¾	63¾	32	38x2¼	50x3	½	23
24	MeC	Lon	WGASI-T9	U	4	No	Cle	Tim54200-A1	SF	H	5.83	37.4	Tim	B4	276	....	Ros	7x3¼x⅞	C	106¾	99½	34	39x2¼	56x3	..	24
25	Own	P.Own	OwnGRBB	U	4	No	Spi 3	Own 56	S½	H	6.33	26.2	Own 3DI	O2IM	268	FX	Own	7x3x¼	C	119⅜	81⅜	36	41½x2½	47½x3	N	25
26	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4C	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅞	C	112	58¾	34½	39x2¼	50x2½	N	26
27	.....	P.Own	Own 8B	U	4	No	M.M.2	Own 4CB	S½	H	4.73	19.5	Own 4D	L4IH	138	TX	Han	6x2⅝x⅞	C	112	58¾	34½	39x2¼	50x2½	..	27
28	You	D.B-L	B-L 35	U	4	No	8T 3	Own 30R	WF	H	6.5	34.8	Shu 5550	O2IMV	342	RI	Ros	7x2¼x¼	C	141½	78½	30	40x2¼	56x3	½	28
29	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56000H	BF	H	6.8	36.4	Tim 14703H	L4IH	578	TX	Ros	6x2¼x¼	C	Var	79½	32	41x2½	54x3	½	29
30	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	7.6	41.0	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	79½	32	41x2½	54x3	½	30
31	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 56001H	BF	H	5.3	28.3	Tim 14703H	L4IH	578	TX	Ros	6x2¼x¼	C	Var	76	32	41x2½	54x3	½	31
32	Per	D.B-L	B-L 35-4	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IH	578	TX	Ros	6x2½x¼	C	Var	76	32	41x2½	54x3	½	32
33	Per	P.Lon	WG-T9	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	43.5	Shu 5427	L4IH	452	TX	Ros	6x3x¼	T	126	70	34	38x2¼	54x2½	½	33
34	Per	P.Lon	Ful KU	U	4	No	Blo 3	Tim 54200H	SF	H	6.8	44.2	Shu 5427	L4IH	452	TD	Ros	6x3x¼	T	126	71	34	38x2½	54x2½	½	34
																							2½ Ton			
35	Per	D.B-L	B-L 55-7	A	7	No	Blo	Tim 65200H	WF	R	7.75	73.5	Tim 15733H	L4IH	659	2RI	Ros	6x3½x¼	P	154	88	34	40x2½	54x3	½	35
36	Per	D.B-L	B-L 60-4	A	4	No	Blo	Tim65706DH	WF	R	7.75	41.5	Tim 15733H	L4IH	766	2RI	Ros	7x3½x¼	C	156	96½	34	40x2½	54x3	½	36
37	G&O	P.B&B	Own	A	4	No	Spi	Tim65000BX	WF	R	6.0	28.8	Tim 14703BX	B4IM	....	TD	Ros	6½x2½x¼	C	Opt	Opt	32	42x2½	54x3	¼	37
38	Per	P.B&B	Cov W4C	U	4	.....	Spi400	Tim 56200H	B	H	7.40	43.3	Tim 33010H	L4IH	540	....	Ros	7x3¼x¼	C	173	105	34	39x2½	56x3	..	38
39	Per	P.Lon	B-L 51	U	4	No	Spi	Own 8D	2F	H	6.3	33.7	Tim 14703	LO4ID	460	2IM	Ros	6⅞x3x⅞	C	114⅜	63⅜	34	40x2½	54x3	¼	39
40	You	D.B-L	B-L 51	U	4	No	Blo	Tim 58200H	SF	R	7.8	41.7	Shu 5572	L4IH	....	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	40
41	You	D.B-L	B-L 51	U	4	No	Blo	Tim 65200H	WF	R	7.5	40.0	Shu 5572	L4IH	....	FD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	..	41
42	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	386	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	42
43	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	356	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	43
44	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	44
45	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.41	46.2	Shu	L4IHV	380	CD	Ros	7x3¼x¼	T	142	84	34	40x2½	54x3	½	45
46	Chi	D.B-L	B-L 34	U	4	No	Spi 3	Tim 58200H	BF	R	6.8	44.9	Tim 15733H	L4IH	381	TX	Ros	7x4x¼	C	Opt	Opt	33½	41½x2½	54½x3	C	46
47	Per	D.Ful	Ful G U14	U	8	.....	Spi	Wis	2F	..	8.05	154	Wis	L4IH	....	FD	Ros	10x2¼x⅞	..	108	78	30	48x3	48x3	C	47
48	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	48
49	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	49
50	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 58200	BF	H	Opt	Opt	Tim 15733H	L4IH	660	TX	Ros	7x3½x¼	T	144	88	34	40x2¼	54x3	½	50
51	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 65200	WF	H	Opt	Opt	Tim 15733H	L4IH	660	TX	Ros	7x3½x¼	T	144	97	34	40x2½	54x3	½	51
52	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56200H	BF	H	6.16	40.7	Tim 14703H	L4IH	354	TX	Ros	7x4x¼	C	108½	62½	35	42x2½	56x3	½	52
53	G&O	D.Cov	Cov	U	4	No	Spi 3	Tim 58200H	SF	R	Opt	Opt	Shu 5582B	L4IHV	390	TD	Ros	6½x3x¼	C	138	84½	34	45½x2½	56x3	½	53
54	G&O	D.Cov	Cov	U	5	No	Spi 3	Wis 69317	2F	H	Opt	Opt	Shu 5582B	L4IHV	390	TD	Ros	6½x3x¼	C	....	....	....	45½x2½	56x3	½	54
55	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis69317B-L	2F	R	Opt	Opt	Shu 5582B	L4IHV	....	TD	Ros	6½x3x¼	C	....	....	34	45½x2½	56x3	½	55
56	Own	D.Ful	FulMGU14	U	4	.....	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IM	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	56
57	Own	D.Ful	FulMGU14	U	4	.....	Blo3-4	Wis 8817	2F	R	7.85	51.0	Shu 5550	W2IMV	538	CX	Ros	7x2½x¼	T	192	104	31	46x2½	54x3	½	57
58	Per	P.B-L	B-L 314	U	4	No	Spi 3	Tim 56000 H	WF	H	4.88	20.6	Tim 14700 H	L4IH	....	TX	Ros	6x3x¼	C	167½	99½	....	41x2½	56x3	½	58
59	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58000 H	SF	H	6.83	41.3	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	59
60	Lon	P.B&B	Own	A	4	No	P-S4	Tim 65001H	WF	H	6.75	40.8	Cla F304	L4IHV	659	TI	Ros	6x3½x¼	C	119	71	34	40x2¼	51¾x3	½	60
61	Lon	D.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.2	Tim 14703H	L4IH	452	CD	Ros	6x2½x¼	C	120	79	32	43x2½	54x3	N	61
62	Lon	D.B-L	B-L 35	U	4	No	Blo 3	Tim 54200H	SF	R	5.83	31.2	Tim 14703H	L4IH	452	CD	Ros	6x2½x¼	C	120	79	32	43x2½	54x3	N	62
63	Lon	D.B-L	B-L 51	U	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	6½x2½x⅞	C	144	78⅜	32	43x2½	54x3	N	63
64	Per	D.B-L	B-L 60	A	7	R1	Blo 4	Own	BF	H	6.95	84.7	Own	O4XM	252	2I	Ros	5⅞x2¼x⅞	C	115	80	36	42¾x2½	52¾x2½	N	64
65	Lon	D.B-L	B-L 35	U	4	No	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x4¼	P	144	90	34	40x2¼	50x3	..	65
66	Lon	D.Ful	Ful	U	5	No	Blo	Tim 65706Dh	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x4	P	156	97½	34	42x2½	54x3	..	66
67	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	S½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	½	67
68	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6⅞x3x⅞	P	107	59	34½	38x2½	50x3	½	68
69	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	½	69
70	Per	D.Jon	Cov W-4	U	4	No	Blo	Wis 56000H	BF	H	5.2	31.7	Col 5500	L4IHV	339	TX	Ros	7x2½x¼	C	120	77¼	34	42x2¼	56x3	½	70
71	You	D.B-L	B-L 314	U	4	No	Spi	Tim 64800- H	W-F	H	6.4	42.2	Tim 14703H	L4IHV	354	TX	Ros	6x2½x¼	C	144	87¼	34	42x2¼	52x3	..	71
72	You	D.B-L	B-L 35	U	4	No	Blo	Tim 65001H	WF	H	6.75	36.0	Tim 15733H	L4IHN	400	TX	Ros	6½x2¾x¼	C	120	72¼	34	42x2½	56x3	½	72
73	Chi	D.B-L	B-L 35	U	4	No	Blo	Tim 56200H	BF	R	.....	....	Tim 14703H	L4IHV	....	TD	Ros	7x3½x¼	C	120	....	34	41x2½	50x2½	N	73
74	Chi	D.Ful	Ful MGOG	A	4	No	Spi	Tim 58000H	BF	R	Opt	Opt	Tim 15733H	L4IHV	381	FX	Ros	6x2½x⅞	C	Opt	Opt	32½	40½x2¼	50½x3	N	74
75	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1238A	2F	H	8.64	46.8	Shu 5500	W2IM	614	CD	Ros	6x3⅞x⅜	I	92	59½	....	41⅝x2½	54⅞x3	¼	75
76	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1238A	2F	H	8.64	63.8	Shu 5550	W2IM	614	CD	Ros	6x3⅞x⅜	I	92	59½	....	41⅝x2½	54⅞x3	¼	76
77	G&O	D.B-L	B-L 35	U	4	No	Spi 3	Wis	2F	R	6.6	35.3	Col	L4IHV	656	CD	Ros	7½x3x¼	T	108	69	34	40x2½	54x3	½	77
78	G&O	D.B-L	B-L 554	U	4	No	Spi 3	Wis	2F	R	6.41	46.6	Shu	L4IHV	380	TD	Ros	8x3x¼	T	142	84	34	40x2½	54x3	½	78
79	Lon	P.B&B	B-L 35	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	6⅞x3¼x¼	C	87½	56¾	34	40x2½	50x3	N	79
80	Lon	P.B&B	B-L 55	U	4	No	Spi 2	Cla	S½	R	8.00	42.8	Shu	K2M	460	TX	Ros	7x3x⅞	C	138	83	34	40x2½	50x3	N	80
81	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	81
82	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	7.0	46.2	Shu.	L4IHV	380	CD	Ros	7½x3x¼	T	142	84	34	40x2½	54x3	½	82
83	Own	P.Own	Own	U	5	No	Own	Eat 54	2F	H	6.85	60.5	Eat 54F	BE4IM	726	4I	Own	7x3¾x⅜	I	106½	73¼	34	41½x3	56x3½	¼	83
84	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	6.85	60.5	Own 400	BE4IM	710	2I	Own	7x3¾x⅜	I	106½	73¼	34	41½x3	56x3½	¼	84
85	Own	P.Own	Own	U	5	No	Own	Own	CD	H	7.22	63.8	Eat 54F	BO4IM	732	4I	Own	7x3¾x⅜	I	106½	73¼	34	41½x3	56x3½	¼	85
86	Per	P.B-L	B-L 314	U	4	No	Spi	Tim 58200-H	SF	H	6.83	36.6	Tim 14703- H	L4IH	399	TD	Ros	8x2¼x¼	C	126	87	31½	40x2½	52x3	½	86
87	Own	D.B-L	B-L 55	U	4	No	Spi 4	Tim 64800H	WF	R	6.25	33.4	Tim 14703 H	L4IH	574	TD	Ros	7½x3x¼	C	144	97	34	38x2½	52x2½	¼	87
88	.....	D.B-L	B-L	U	4	....	Spi 4	Tim 56000H	BF	..	6.17	33.0	Tim 14703H	L4IH	354	F	Ros	7½x3x¼	T	144	97	34	38x2½	52x3	½	88
89	Fed	D.B-L	B-L	U	4	No	Spi 4	Tim 54200H	BF	H	5.8	31.0	Tim 12703H	L4IH	452	TX	Ros.	7½x3x¼	T	144	88	34	38x2¼	52x2½	½	89
90	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 56200H	SF	R	6.17	40.9	Tim 14706H	L4IHV	....	FD	Han	8x3x¼	T	137½	90	32	39x2½	60x3	½	90
91	Mod	D.B-L	B-L 51	U	4	No	Spi 5	Wis 8817	2F	R	7.29	39.1	Shu 510	W2IM	678	FD	Ros	6x2½x¼	C	106	65	33	40x2½	56x3	½	91
92	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56200H	B-F	H	6.80	37.4	Tim 14703	L4IH	650	TD	Ros	7x3½x¼	C	Opt	Opt	34	38x2¼	54x2½	½	92
93	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 65200H	WF	..	7.	49.5	Tim 15733H	L4IHV	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	½	93
94	Chi	D.B-L	B-L 314	U	4	No	Spi 3	Tim 65200H	WF	..	6.2	40.9	Tim 15733H	L4IH	648	TX	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	94
95	Mod	D.B-L	B-L 51	U	5	Bo	Pet 2	Tim 58000H	BF	H	6.83	Opt	Tim 14703H	L4IH	400	ID	Ros	7x3x¼	C	132	96	34	40x2½	50x3	..	95
96	You	D.Ful	FulMGU14	U	4	No	Blo 3	Wis 6617	2F	R	5.33	34.6	Shu 5510	W2IM	250	2I	Ros	6x3½x⅞	I	84	49	33¾	40x2½	54x3	..	96
97	You	D.Ful	Ful MGU	U	4	No	Blo 3	Wis 6787-L	2F	R	6.41	41.6	Shu 5429	L4IH	....	TD	Ros	6x3½x⅞	I	84	53½	31	40x2½	54x3	..	97
98	Mod	D.B-L	B-L 55-7	A	7	No	Blo 3	Own	2F	H	7.3	69.3	Own	Own	142	2I	Han	7x2½x⅞	..	113¾	83⅓	34	44x2½	50x3	½	98
99	Lon	D.B-L	B-L 35	U	4	.....	Blo	Own 30	2R	..	6.45	34.5	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	99
100	Lon	D.B-L	B-L 51-5	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3½x¼	P	144	82	34	40x2¼	54x3	..	100
101	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	....	7x3½x¼	P	156	97½	34	42x2½	54x3	..	101
102	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56000	BF	H	5.83	31.2	Tim 12703 H	L4IHV	578	TX	Ros	6x3x¼	P	Opt	Opt	31½	40x2½	50x3	¼	102
103	Lon	D.B-L	B-L 35	U	4	.....	Blo	Tim 63702	WF	..	6.5	34.8	Tim 14704 H	L4IH	394	FX	Han	6x3x¼	P	144	90	34	40x2¼	50x3	..	103
104	Lon	D.Ful	Ful	U	5	No	Blo	Ti' 65706D H	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	104
105	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	BS	R	7.4	39.7	Tim 12703 H	L4IH	306	TX	Ros	5⅝x2⅝x¼	C	124½	70⅝	33½	40x3	54x3	½	105
106	Own	D.Ful	Ful	U	4	No	Spi 3	Tim	WF	R	7.25	47.5	Tim	B4IM	....	TX	Ros	7½x2¾x¼	C	137⅛	80¼	32	40x3	56x3	½	106
107	Mod	D.Ful	Ful	U	4	No	Spi 3	Cla	SF	R	7.25	47.6	Cla	B4IM	....	TX	Ros	7½x2¾x¼	C	113⅛	80¼	32	38x2¼	50x3	½	107
108	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	34.6	Eat	B4IMV	444	TD	Ros	8¼x3x⅞	C	143½	91½	41¼	38x2½	56½x3	N	108
109	.....	P.Own	Own 4B	U	4	No	Spi 3	Own 8C	S½	H	5.18	33.9	Own 8D	L4IHV	479	FX	Ros	9¼x3½x¼	C	156¾	96½	45	46x3	60x3	N	109
110	Own	P.Own	OwnGRBA	U	4	No	Spi 3	Own 51A	S½	R	7.14	35.6	Own 51A	O2IM	335	FX	Own	8x3x¼	C	178¾	84½	34	40½x2½	54½x3	N	110
111																										111
112	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7C	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅞x¼	C	115⅞	68¾	34½	41x2½	54x3	N	112
113	.....	P.Own	Own 8B	U	4	No	Spi 3	Own 7CB	S½	H	5.67	23.4	Own 7D	L4IH	211	TX	Han	6⅝x3⅞x¼	C	115⅞	68¾	34½	41x2½	54x3	N	113
114	You	D.B-L	B-L 51	U	5	No	Spi 3	Own 30R	WF	H	4.8	38.7	Shu 5550	O2IMV	320	RI	Ros	7x2¼x¼	C	141⅛	83⅓	30	40x2¼	56x3	½	114
115	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 56001H	BF	H	5.3	28.3	Tim 14703H	L4IHV	578	TX	Ros	6x2¼x¼	C	Var	76	32	41x2½	54x3	..	115
116	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 63720H	WF	H	6.0	32.1	Tim 14703H	L4IHV	578	TX	Ros	6x2¼x¼	C	Var	76	32	41x2½	54x3	..	116
116	Per	P.Lon	Ful KU	U	4	No	Blo 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	574	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	116

Line Number	Make, Model and Capacity	General					Tire Size		Engine													Fuel System		Electrical System		Line Number
		Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Front	Rear	Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Carburetor Make	Fuel Feed	Ignition System Make	Generator, Starter Make	
	3 Ton																									
1	Acme.....66	4230	186	Op	15850	7450	P 36x8	DP36x8	Con 20R	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	FP	Co	Str	V	A-L	A-L	1
2	Acme.....120	4740	220	Op	16200	8200	P 36x8	DP36x8	Con 20R	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	FP	Co	Str	V	A-L	A-L	2
3	Amer. La France W2R	3950	Op	223	16000	7100	S 36x5	S 36x10	Own 2R	4-4¼x6	340.5	28.9	42-1400	L	G	C	2⅜	9 3/16	3	PS	On	Zen	V	A-Bo	.....	3
4	Am. La Fra. Chief. 3-4	....	Op	Op	16200	7200	P 36x8	DP36x8	Own	6-4⅛x5⅛	411.0	40.8	75-1800	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	4
5	Armleder.....31	2600	Op	199	12850	5350	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	B	...	....	..	PC	Ha	Zen	V	D-R	D-R	5
6	Atterbury.....R	3700	173	199	16040	7250	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	B	2¾	12 1/16	7	PC	Ha	Zen	V	D-R	A-L	6
7	Atterbury.....60	....	190	215	16000	6000	B 9.00/20	DB9.00/20	Lyc ASD	6-3¾x4½	298.2	33.7	85-2800	L	G	C	2⅝	....	4	CC	Ha	Zen	M	A-L	A-L	7
8	Atterbury.....65	....	209	221	18500	7800	B 9.00/20	DB9.00/20	Con 18R	6-4x4½	339.0	38.4	81-2500	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	8
9	Autocar.....H	4100	114	161	19000	6770	P 34x7	DP34x7	Own	4-4½x5½	350.0	32.4	45-1450	L	G	A	2¾r	....	2	SP	Bf	Str	G	A-Bo	L-N	9
10	Autocar 2½-3T...SH	4300	114	161	19000	6770	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Ha	Str	G	D-R	L-N	10
11	Autocar 2½-3T..SCH	4300	157	203	19000	6860	P 34x7	DP34x7	Own	6-4¼x4¾	404.0	43.4	92-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	11
12	Available T-39, T-40V	....	Op	Op	19000	7800	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462.0	45.9	88-2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	12
13	Available T-34, T-44V	....	Op	Op	19000	7950	P 36x8	DP36x8	Wau SRL	6-4⅜x5⅛	462	45.9	88-2200	L	G	C	3	13⅞	7	FP	Wa	Zen	V	D-R	D-R	13
14	Brockway.....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	14
15	Brockway.....190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	15
16	Brockway.....195	....	170	224	19500	7500	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	16
17	Chicago.....1-30-A	....	160	208	15740	6740	B 9.00/20	DB9.00/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Wa	Zen	M	A-L	A-L	17
18	Clinton.....65	....	184	Op	14500	5925	S 34x5°	DS34x5°	Bud ETU	4-4¼x5½	312.0	28.9	49-1900	L	G	C	2⅜r	10 1/32	3	PC	Bu	Zen	V	Spl	D-R	18
19	Coleman.....D40	....	130	180	16600	8500	P 40x8	P 40x8	Bud DW 6	6-3¾x5	330.0	33.7	72-2600	L	G	C	2½	9	4	FP	No	Str	V	D-R	D-R	19
20	Commerce.....60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	20
21	Concord.....JX-6	4200	154	174	17200	6700	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2100	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	21
22	Corbitt 3-4 T.... 18W6	....	178	230	19000	6780	P 36x8	DP36x8	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	C	2¾	12 1/16	..	FP	No	Zen	V	D-R	D-R	22
23	Day-Elder.....160	3695	156	204	16000	6600	B 7.50/20	DB9.00/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	M	D-R	D-R	23
24	Diamond T.....603	3300	169	230	20000	7500	B 9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	24
25	Diamond T.....606	3440	177	...	19000	7500	B 9.00/20	DB9.00/20	Her YXC2	6-4½x4¾	453	48.6	98-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	25
26	Dodge Brothers.....	1960	135	135	12250	4355	P 34x7	DP34x7	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16r	11	7	PC	KP	Zen	V	N-E	N-E	26
27	Dodge Brothers.....	2010	165	165	12220	4640	P 34x7	DP34x7	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16r	11	7	PC	KP	Zen	V	N-E	N-E	27
28	Dodge Brothers.....	2060	185	185	12715	4835	P 34x7	DP34x7	Own	6-3⅜x4½	241.0	27.3	78-3000	L	C	S	2 1/16r	11	7	PC	KP	Zen	V	N-E	N-E	28
29	Dodge Bros.....F-60	2645	146	146	18979	5543	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Zen	M	D-R	D.R	29
30	Dodge Bros.....F-61	2575	170	170	19429	5789	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Zen	M	D-R	D-R	30
31	Dodge Bros.....F-62	2695	195	195	19879	5901	P 32x6	DP32x6	Own	6-3⅝x5	309.6	31.5	96-3000	L	G	A	2⅝	11¾	7	FP	Ha	Zen	M	D-R	D-R	31
32	Dodge Bros.....	....	165	185	......	4720	P 32x6	DP34x7	Own	6-3⅜x4½	.....	27.3	78-	L	G	A	...	....	..	....	....	....	V	....	.....	32
33	Douglas.....D4	4010	186	Op	20000	6500	S 36x5°	S 36x10°	Bud YBU-I	4-4½x6	381.0	32.4	50-1400	L	G	C	2⅜	9 21/32	3	PC	Bu	Zen	E	L-N	L-N	33
34	Douglas.....D6	4430	186	Op	20000	6800	P 36x6	DP38x7	Bud BUS	6-4x5½	386.4	38.4	78-2300	L	G	C.	2½	9⅞	4	PC	Bu	Zen	E	L-N	L-N	34
35	Douglas.....D6 5p.	5500	216	Op	22000	7560	P 38x7	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	10⅞	4	PC	Bu	Zen	E	L-N	L-N	35
36	Duplex.....FAC	4250	166	...	16000	7200	S 34x5	S 36x8	Bud EBU-I	4-4¼x5½	312.0	28.9	57-2100	L	G	C	3 11/16r	10 1/32	3	PS	No	Zen	V	Eis	A-L	36
37	Duplex.....SAC	4750	166	...	16000	7400	S 34x5	S 36x8	Bud BA 6	6-4⅛x5⅛	411.0	40.8	78-2250	L	G	C	3½r	9⅞	4	FP	No	Zen	V	A-L	A-L	37
38	Fageol.....340	4750	182	200	18500	7820	P 36x6	DP36x6	Wau CU	4-4⅜x5¾	346.0	33.7	48-1700	L	G	A	2½r	9	3	PC	Wa	Zen	V	D-R	D-R	38
39	Fageol.....365	4200	182	200	15500	7250	P 36x6	DP36x6	Wau KU	6-4¼x4¾	404.0	38.4	87-2500	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	39
40	Fageol.....370	5200	182	200	18500	8080	P 36x6	DP36x6	Wau SRL	6-4⅜x5⅛	462.0	43.3	89-2200	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	40
41	Federal T10B 2½-3 T.	2740	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 1/16	7	PC	KP	Zen	M	D-R	D-R	41
42	Federal T10W 2½-3 T.	2915	165	201	16000	6550	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	75-2200	H	C	C	2¾	13 1/16	7	PC	KP	Zen	M	D-R	D-R	42
43	Fisher-Stand. H. D. 6	....	155	206	18000	6200	P 34x7	DP34x7	Con 16R	6-4x4⅛	311	38.4	73-2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	43
44	Fisher-Stand. H. D. 6	....	155	206	18000	6200	P 34x7	DP34x7	Con 18R	6-4x4½	339.3	38.4	81-2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	44
45	Freeman.....DW144	4900	144	...	......	7560	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Str	E	R-Bo	.....	45
46	Freeman DW186 3-3½	5100	...	186	......	7800	P 34x7	DP34x7	Bud DW 6	6-3¾x5	330.0	33.7	73-2400	L	G	C	2½	9	4	PC	Bu	Str	E	R-Bo	R-Bo	46
47	F.W.D.....B	4200	124	156	13960	6460	S 36x6	S 36x6	Own A	4-4¾x5½	398.0	36.1	56-1350	T	G	C	2	12	3	PC	Pe	Str	G	Eis	N-E	47
48	Garford.....60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	48
49	(X)Gen. Mot.....T30	1700	141	164	12500	4705	P 32x6	DP32x6	Buick	6-3 1/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	..	D-R	D-R	49
50	(X)Gen.Mot.....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6-3 1/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	..	D-R	D-R	50
51	(X)Gen Mot.....T44	2080	141	181	16000	5005	P 36x6	DP36x6	Buick	6-3 1/16x4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	51
52	(X)Gen. Mot.....T-26	1480	130	164	11000	3600	B 7.00/20	DB7.00/20	Own 257	6-3x 1/16 4⅝	257.5	28.3	76-2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	52
53	Gramm.....E-330	....	160	224	20000	5500	B 8.25/20	DB8.25/20	Lyc TS	6-3⅞x5	353.8	36.2	98-2700	L	G	A	2¾	10	4	PC	No	Zen	M	A-L	A-L	53
54	Gramm.....EY-190	....	190	190	16000	6750	B 7.50/20	DB7.50/20	Con 20-R	6-4⅛x4¾	380.8	40.8	90-2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	54
55	Gramm.....35	....	153	200	15200	7200	S 36x5°	S 36x10°	Lyc TS	6-3⅞x5	353.8	36.2	90-2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	55
56	Gramm....38 Lowbed	....	153	200	15200	7200	S 36x5°	S 36x10°	Lyc TS	6-3⅞x5	353.8	36.2	90-2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	56
57	Gramm-Bernstein...A	....	162	212	20000	7450	P 36x8	DP36x8	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	A-L	A-L	57
58	Gramm-Bernstein B6X	....	145	185	12500	4780	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	66-2900	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	A-L	A-L	58
59	Gramm-Bernstein B6X	....	144	184	12500	4765	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	248.3	27.3	66-2900	L	C	C	2⅜	10 1/32	7	FP	No	Zen	V	A-L	A-L	59
60	Gramm-Bernstein..C6	....	150	201	15500	5920	S 36x4°	DS36x4°	Con 6B	6-3¾x5	331.4	33.7	70-2200	L	G	C	2⅜	9 21/32	4	FP	Pe	Str	V	Eis	A-L	60
61	Gramm-Bernstein DX	....	152	212	16000	6600	P 34x7	DP34x7	Con 16R	6-4x4⅛	311.0	38.4	73-2400	L	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	A-L	A-L	61
62	Hahn Selden.....47B	....	151	...	15500	7200	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	62
63	Hendrickson.....T-6	3800	Op	Op	19000	7000	B 9.00/20	B 9.00/20	Bud DW-6	6-3¾x5	330	33.7	72-2600	L	G	C	2½	9	4	FP	Bu	Zen	V	A-L	A-L	63
64	Hug.....67	....	120	...	16660	......	P 34x7	DP34x7	Bud H298	6-3¾x4½	298.2	33.7	86-3000	L	G	C	3	9⅞	7	PC	Bu	Zen	M	A-L	D-R	64
65	Hug.....41	....	150	195	15600	6200	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	65
66	Hug.....85-6	....	114	114	17200	7000	S 34x7	SD34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	Eis	D-R	66
67	Hug.....85-D6	....	114	114	17200	7200	S 34x7	SD34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	Eis	D-R	67
68	Hug.....486	....	150	195	......	6430	P 34x7	DP34x7	Bud DW6	6-3¾x5	330.0	33.7	70-2100	L	G	C	2½	9	4	PC	Bu	Zen	V	A-L	D-R	68
69	Indiana.....127AW	....	150	150	20000	7000	P 34x7	DP34x7	Her	4-4¼x5¾	326.3	28.9	54-1600	L	G	C	3	10⅜	3	CC	Pe	Str	V	Eis	.....	69
70	Indiana.....175	....	170	224	17500	7200	P 34x7	DP34x7	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	70
71	Indiana.....627AW	....	156	156	20000	7205	P 34x7	DP34x7	Wis	6-4x5	377.0	38.4	72-2000	H	G	C	2¾	10¾	4	CC	KP	Str	V	Eis	.....	71
72	Indiana.....190	....	168	204	19000	7625	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	72
73	Indiana.....195	....	170	224	19500	7500	P 34x7	DP34x7	Con	6-4⅛x4¾	380.9	40.8	89-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	73
74	International.....A-5	....	156	210	......	5606	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13 1/32	7	PC	Ha	Zen	V	D-R	D-R	74
75	International.....A-6	....	156	210	......	5756	P 34x7	DP34x7	Own FBB	6-3⅝x4½	279	31.5	67-2600	H	G	C	2½	13½	7	PC	Ha	Zen	V	D-R	D-R	75
76	Kenworth.....165	3600	158	171	16500	5400	P 38x9	DP38x9	Her WXC 2	6-4⅛x4½	360.8	40.3	76-2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	v	D-R	D-R	76
77	Kenworth.....184	3850	164	206	18500	7400	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.3	76-2400	L	G	C	2¾	10¾	4	PC	Ha	Zen	V	A-L	D-R	77
78	Kenworth.....185	4750	183	211	18500	7300	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	V	A-L	D-R	78
79	Kleiber.....58	3500	190	190	......	6050	P 34x7	DP34x7	Con	6-4x4⅛	311.8	38.4	74-2400	H	C	C	2¾	13	7	FP	No	Str	V	D-R	D-R	79
80	LaFra.-Republic...F2	....	174	198	13000	5500	P 32x6	DP32x6	Lyc TF	6-3⅝x5	309.6	31.2	83-2800	L	G	C	2¾	10	4	PC	No	Zen	V	A-L	A-L	80
81	Lange.....H	5150	151	187	19000	6850	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	81
82	Lange.....M	5200	140	222	21000	7450	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	428	45.9	94-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	82
83	Larrabee.....55	3740	155	191	16155	6730	B 8.25/20	DB8.25/20	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	83
84	LeMoon.....HB30	3950	169	199	17000	6400	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5⅛	462	45.9	98-2000	L	G	C	3	....	4	PC	Wa	Str	G	A-L	A-L	84
85	Maccar.....56	3350	153	194	15600	6500	P 34x7	DP34x7	Bud DW6	6-3¾x5	331.3	33.7	73-2100	L	G	C	2½	....	4	PC	Bu	Str	V	D-R	D-R	85
86	Maccar.....60	3950	145	184	16000	6600	B 9.00/20	DB9.00/20	Bud BA6	6-4⅛x5⅛	411.0	40.8	90-2100	L	G	C	.....	....	4	PC	No	Str	V	D-R	D-R	86
87	Mack AB.....	4000	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	R-Bo	N-E	87
88	Mack AB.....	4350	147	219	......	......	P 34x7	DP34x7	Own AB	4-4¼x5	283.7	28.9	60-2000	L	G	S	3	8	3	PS	On	Str	V	R-Bo	N-E	88
89	Mack AB.....	4150	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 21/32	7	FP	Ha	Str	V	N-E	N-E	89
90	Mack AB.....	4500	147	219	......	......	P 34x7	DP34x7	Own BG	6-3⅝x5	309.6	31.5	75-2600	L	G	A	2⅝	10 21/32	7	FP	Ha	Str	V	N-E	N-E	90
91	Moreland.....B7	2520	184	...	12000	4750	P 32x6	DP32x6	Her WXB	6-3¾x4½	298.2	33.7	67-2400	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	91
92	Noble.....156C	3350	176	204	14475	5975	P 34x7	DP34x7	Con 18R	6-4x4½	340.0	38.4	82-2400	H	C	N	2⅜	13 1/16	7	FP	Co	Str	V	A-L	A-L	92
93	Omort.....300	....	130	Op	16000	6300	P 34x7	DP34x7	Her OXC	4-4¼x5	283.5	28.9	56-2000	L	G	C	3	....	..	PC	No	Zen	V	A-L	A-L	93
94	Omort.....3005	....	130	Op	16500	6500	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	V	A-L	A-L	94
95	Omort.....30	....	134	148	17000	6600	P 34x7	DP34x7	Her WXB	6-3¾x4½	298.2	33.7	66-2400	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	95
96	Oshkosh.....H	4975	146	165	16550	7550	B 9.75/20	B 9.75/20	Her WXC2	6-4⅛x4½	361.8	40.8	73-2000	L	G	C	2⅝	13¼	7	PC	Ha	Str	M	RBo	RBo	96
97	Pierce-Arrow.....PW	....	150	190	18000	6800	B 9.00/20	BD9.00/20	Own	6-4⅛x4½	361.0	40.3	76-2400	L	G	C	2⅝	13¼	7	FP	Ha	Zen	M	D-R	D-R	97
98	Relay.....50	4130	161	...	......	7200	P 36x6	DP40x8	Bud DW6	6-3¾x5	330.0	33.7	64-2100	L	G	C	2½	9	4	PC	No	Zen	V	A-L	A-L	98
99	Relay.....60DB	4595	175	192	......	7500	P 36x6	DP38x7	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	99
100	Relay.....80	5330	175	192	......	8400	P 36x6	S 40x10	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	100
101	Reo.....GA	2035	163	...	17000	4625	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	101
102	Reo.....GC	2140	179	...	17000	4850	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	102
103	Reo.....GD	2085	144	...	17000	4570	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	103
104	Reo.....GCS	2375	210	210	17000	5320	P 32x6	DP32x6	Own	6-3⅜x5	268.3	27.3	70-3000	L	C	A	2 1/16	12	7	PC	No	Sch	V	D-R	D-R	104
105	Schacht DeLuxe....25	....	160	199	......	6400	B 8.25/20	DB8.25/20	Her WXB	6-3¾x4½	298.0	33.7	66-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	V	A-L	A-L	105
106	Service.....60	4680	175	192	......	7100	P 36x6	DP38x7	Bud BA-6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	106
107	Stewart.....35X	2590	...	220	......	5800	B 8.25/20	DB8.25/20	Lyc ASD	6-3¾x4½	299.0	33.8	85-	L	G	C	2⅝	9 1/16	4	PS	Ha	Str	M	D-R	D-R	107
108	Ward La France .25R	....	193	205	13000	6000	B 7.50/20	DB7.50/20	Wau 6ML	6-4x4¾	358	38.4	77-2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	108
109	Ward La France..25B	....	194	206	13000	6000	B 7.50/20	DB7.50/20	Own	8-3⅜x4½	322.	36.4	100-2400	L	G	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	109
110	White.....58	4400	180	195	22000	7797	S 36x5	DS36x5	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	110
111	Witt-Will.....R3B	3400	159	...	15500	6500	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	111
112	Witt-Will.....R3	....	159	...	15500	6500	P 34x7	DP34x7	Con 18R	6-4x4½	339.2	38.4	82-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	112
113	World.....DC-88	3295	164	182	15000	5400	P 34x7	DP34x7	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	....	10	5	PC	Ha	Zen	M	A-L	A-L	113
	3½ Ton																									
114	Acme.....45D	3740	125	Op	14050	4850	B 7.50/20	B 10.50/20	Her OXC	4-4¼x5	283.5	28.9	55-2000	L	G	C	2	9¾	3	FP	Pe	Zen	G	Eis	A-L	114
115	Amer. La France...W	....	Op	223	......	7400	S 36x5	S 36x10	Own 2R	4-4¼x6	340.4	28.9	42-1400	L	G	C	2⅜	9 1/16	3	PS	On	Zen	V	A-Bo	.....	115
116	Amer. La France W2R	4950	Op	202	......	8100	S 36x5	....	Opt	4-4¾x6	425.3	36.1	......	L	..	..	...	....	..	PS	On	Zen	V	A-Bo	.....	116
117	Amer. LaFrance Chief.	....	Op	Op	......	7200	P 36x8	DP36x8	Own	6-4⅛x5⅛	411.0	40.8	......	L	..	..	...	....	..	FP	Bu	Zen	V	D-R	D-R	117

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																								3 Ton		
1	Per	D.B-L	B-L 60-4	A	4	No	Blo	Tim 65706Dh	WF	R	7.75	41.5	Tim 15733H	L4IH	766	2RI	Ros	7x3½x¼	C	156	96½	34	40x2½	54x3	½	1
2	Per	D.B-L	B-L 51-5	5	No	Blo	Wis 69410L	2F	H	6.3	37.5	Shu 55723	L4IH	766	2RI	Ros	6x3½x¼	C P T T C	204	130½	34	40x2½	60x3	½	2
3	Own	D.Own	Own 2R	A	4	No	Own	Own 2R	2F	T	7.57	40.6	Own 2R	O2FXM	...	2X	.....	8x2½x¼		Opt	Opt	33	38x2½	52x3	N	3
4	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 65706BY	WF	R	6.00	66.0	Tim 15733BY	B4IM	...	TD	Ros	9x2½x¼		Opt	Opt	33	42x2½	54x3	¼	4
5	Own	D.B-L	B-L 35	U	4	No	Spi	Tim 56000 H	2F	H	.....	.....	Tim 14703 H	L4IH	...	TD	Ros	7x3¼x¼					40x2½	62¼x2½	½	5
6	You	D.B-L	B-L	U	4	No	Spi	Tim 65601H	WF	H	7.1	37.4	Tim 14703H	LHIHV	275	TD	Ros	7x3¼x¼		148½	90½	34	41½x3	54x3½	¼	6
7	Per	D.B-L	Cov W4C	U	4	....	Spi 400	Tim 58200H	B	H	7.80	45.6	Tim 33010H	L4IH	657	....	Ros	7x3¼x¼		173	106	34	39x2½	56x3	..	7
8	Per	D.B-L	B-L 551	U	4	....	Spi 500	Tim 65200H	W	R	7.50	40.1	Tim 35000H	L4IH	657	....	Ros	8x3¼x¼		197	119	34	40x3	56x3	..	8
9	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	7.67	48.6	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	9
10	Own	dp.Lon	Own T	U	4	No	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	2I	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	10
11	Own	dp.Lon	Own T	U	4	Opt	Spi	Own H	2F	H	6.95	44.0	Own J	O2IM	328	TD	Ros	7x2½x¼	C	133½	74¾	34½	41x2¼	53x3	½	11
12	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65720	WF	R	8.5	50.5	Shu 5572	L4IH	...	FD	Ros	7x2½x¾		Opt	Opt	32	40x2½	50x3	½	12
13	You	D.B-L	B-L 60	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 5572	L4IH	...	FD	Ros	7x2½x¾		Opt	Opt	32	40x2½	50x3	½	13
14	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3¼		142	84	34	40x2¼	54x3	½	14
15	Lon	P.B&B	B-L	A	7	No	Spi 2	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x		132	83	34	40x2½	50x3	½	15
16	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x		142	84	34½	40x2½	54x3	½	16
17	Chi	D.B-L	B-L 51	A	5	No	Spi 3	Tim65720DH	WF	R	7.75	46.2	Tim15733H	L4IH	631	TD	Ros	7x4x¼		Opt	Opt	33½	41½x2½	54½x3	..	17
18	Per	D.B-L	B-L 55	A	4	No	Blo 4	Ti' 65706 HP	WF	R	8.50	45.5	Tim 15302	T2IM	185	2I	Ros	8x3¼x¼		Opt	Opt	33¼	43½x3	51½x3	N	18
19	Per	D.Ful	Ful R U 16	U	8	A2	Spi 5	Wis	2F	H	8.33	159	Wis	W2/4IM	...	TD	Ros	12x2½x½		144	89	30	48x3	48x3	..	19
20	Lon	Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733H	L4IH	584	FX	Han	7x3½x¼		Opt	97½	34	42x2½	54x3	..	20
21	Own	D.B-L	B-L 51	A	4	No	Blo	Tim 65706D	WF	R	9.3	49.7	Tim 15300 H	T2IMV	520	TD	Ros	7x3x¼		Opt	Opt	32¼	38½x2½	50x3½	½	21
22	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	H	Opt	Opt	Tim 15733H	L4IHV	768	TD	Ros	8x3½x¼		132	92	34	40x2½	54x3	½	22
23	Per	D.B-L	B-L 51	A	4	No	Spi 3	Tim 65200-H	WF	R	6¾	36.1	Tim 15733- H	L4IH	398	TD	Ros	7x4x¼		134¾	77¼	35	42x2½	56x3	½	23
24	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1237H	2F	R	Opt	Opt	Shu 5582B	L4IHV	478	TD	Ros	6½x3x¼		126	83	34	45¼x2½	56x3	½	24
25	G&O	D.Cov	Cov	U	4	No	Spi 3	Wis 69337L	2F	H	Opt	Opt	Shu 5582B	L4IHV	478	TD	Ros	6½x3x¼		150	99¼	34	45¼x2½	56x3	½	25
26	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7x2½x¼	C	82¼	54¾	34	39x2½	45x3	N	26
27	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½x2½x¼	C	132¾	84¾	34	39x2½	56x3	N	27
28	Fed	P.B&B	Own	U	4	No	U-P	Own	S½	H	7.13	46.3	Own	L4IH	382	TX	Han	7½x2½x¼	C	164¾	104¾	34	39x2½	56x3	N	28
29	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	8.44	57.8	Own	L4IH	416	CD	Jac	10x3¼	C	99¾	65¾	34	42x3	56x3½	½	29
30	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	149½	89¼	34	42x3	56x3½	½	30
31	Lon	P.B&B	Own	U	4	No	Cle 3	Own	SF	H	7.12	48.8	Own	L4IH	416	CD	Jac	10x3¼	C	189½	114¾	34	42x3	56x3½	N	31
32	.....	P.	.....	U	4	No	3	Own	S½	..	.....	.....	Own	L4IH	...	.....	.....	7½x2½x¼	C	132¾	84¾	...	39x2½	56x3	N	32
33	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼	C T T C	168	98	31	45x3	54x3	½	33
34	Own	D.Ful	Ful RU 16	U	4	....	Blo 4	Wis 892A	2F	R	7.25	34.8	Shu 5550	W2IMV	503	CX	Ros	8x2¼x¼		168	98	31	45x3	54x3	½	34
35	Own	D.Ful	Ful HOG	U	8	A	Blo 4	Wis 1418	2F	R	8.18	76.7	Shu 615	W2IMV	503	CX	Ros	10x2¾x		223	121	31	45x3	54x4	½	35
36	Mod	D.B-L	B-L 51	U	5	No	Cle	Tim 65706	WF	R	8.5	45.5	Shu 5550	T2IM	...	2	Ros	7x3½x¼		.....	.....	34	39x2½	52x3	N	36
37	Mod	D.B-L	B-L 55	U	7	No	Cle	Tim 65706	WF	R	8.5	81.0	Shu 5550	T2IM	...	T	Ros	7x3½x¼		.....	.....	34	39x2½	52x3	N	37
38	Per	D.B-L	B-L 55& 60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV	...	TX	Ros	7x3x¼	C	172½	101½	....	41x3	56x3½	N	38
39	Per	D.B-L	B-L 51	U	4	No	Spi 3	Tim 58000	WF	R	7.75	41.5	Tim 15700 H	L4IHV	...	TX	Han	7x3x¼	C	172½	101½	....	41x3	56x3½	N	39
40	Per	P.B-L	B-L554&60	U	4	A3	Spi 4	Tim 65700	WF	R	5.19	93.3	Tim 15300	T2IMV	...	TX	Ros	7x3x¼	C	172½	101½	....	41x3	56x3½	N	40
41	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 58200H	BF	R	6.83	44.5	Own	L4IHV	659	TI	Ros	7½x3½x	C	119	81	34	42x2½	54x3	½	41
42	Lon	P.B&B	Own	A	4	No	P-S 4	Tim 65200H	WF	R	6.75	43.9	Own	L4IHV	659	TI	Ros	7½x3½x	C	119	81	34	42x2½	54x3	½	42
43	Lon	D.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	6½x2½x	C	144	78½	32	43x2½	54x3	½	43
44	Lon	D.B-L	B-L 51	A	4	No	Blo 4	Tim 56200H	SF	R	6.16	32.9	Tim 14703H	L4IHV	577	TD	Ros	6½x2½x	C	144	78½	32	43x2½	54x3	½	44
45	Lon	D.Ful	Ful H U 16	U	8	A2	B-C	Own	IF	R	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x	C	100	72¼	32	54x3	52x4	½	45
46	Lon	D.Ful	Ful H U 16	A	8	A2	B-C	Own	BF	R	8.53	155	Own	OP/4XM	336	TX	Woh	7x3½x	C	174	114½	32	54x3	52x4	..	46
47	McC	O.M-E	Cot DAF	A	3	Opt	Blo 4	Own B	BF	H	8.9	35.6	Own B	O4IM	252	2I	Ros	5x2½x	C	130	93	36	42¼x2½	52¼x2½	N	47
48	Lon	D.Ful	Ful VU	U	5	No	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼		156	97½	34	42x2½	54x3	..	48
49	Lon	D.Own	Mun	U	4	No	Spi	Eat 1617	S½	H	5.63	28.6	Eat 433F	B4IM	453	TX	Jac	6x3x	P	107	59	34½	38x2½	50x3	..	49
50	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6x3x	P	107	59	34½	38x2½	50x3	..	50
51	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433-F	B4IM	524	TX	Jac	6x3x	P	107	5t	34½	38x2¼	50x3	..	51
52	Lon	D.Own	Mun	U	4	No	Spi	Tim 53200	SF	H	5.67	28.8	Tim 30020	B4IM	427	TX	Jac	6½x2¼x¼	P	87	48	34	38x2	50¼x2½	..	52
53	Per	D.Own	Cov Rus-4	U	4	No	Blo	Tim 58200	BF	H	5.57	35.6	Col 5500	L4IHV	659	FB	Ros	12x2¼x¼	C	127	74¼	34	42x2½	56x3	..	53
54	Per	D.Ful	FulMG 14	U	4	No	Blo 3	Tim 56000H	BF	H	4.55	29.1	Eat 423	L4IHV	...	2I	Ros	8¼x3¼x¼	C	156	90	41½	44x2½	60x3	..	54
55	Own	D.Ful	Ful H	A	8	A 4	Blo	Wis 8800	2F	H	6.33	70.0	Wis 30	OPX	...	2I	Ros	7½x3¼x	C	138	83¾	36	46x3	58x3	..	55
56	Own	D.Ful	Ful MG U	A	4	No	Blo 3	Wis 67317	2F	H	6.9	33.1	Shu 5515B	OPX	...	2I	Ros	7½x3¼x	C	138	83¾	36	46x3	58x3	..	56
57	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706 H	WF	H	7.25	68.8	Tim 15733 H	L4IHV	490	TD	Ros	7½x3¼x	C	134	82¼	34	42x2½	56x3	..	57
58	You	D.Ful	Ful KU12	U	4	No	Blo	Tim 56200H	SF	..	6.16	40.0	Tim 14703H	L4IH	354	TX	Ros	6x2½x¼	C	120½	74½	34	42x2¼	52x3	..	58
59	You	D.Ful	Ful KU12	A	4	No	Blo	Tim 64800H	2F	..	6.4	42.2	Tim 14703H	L4IH	354	TX	Ros	6x2½x¼	C	120½	73¾	34	42x2¼	52x3	..	59
60	Own	D.Ful	Ful GOG	A	8	No	Blo	Wis 9018	WF	..	7.75	68.6	Shu 5500	W2IM	424	TX	Ros	6½x2¾x¼	C	128½	76¼	34	42x2½	56x3	..	60
61	You	D.B-L	B-L 51	U	5	No	Blo	Tim 65001-H	WF	H	6.75	40.2	Tim 15733H	L4IHV	400	TD	Ros	6½x2½	C	120	72¼	34	42x2¼	56x3	..	61
62	Chi	D.B-L	B-L 51	U	4	No	Blo	Tim 58000H	BF	R	6.8	....	Tim 15733H	L4IHV	...	TD	Ros	7x3x¼	C	110	....	34	40x2½	56x3	..	62
63	Chi	D.Ful	Ful MGOG	A	4	No	Spi 500	Tim 65706H	WF	R	Opt	Opt	Tim 15733H	L4IHV	490	FX	Ros	6x2½x	C P	Opt	Opt	32½	40½x2¼	50½x3	N	63
64	You	D.B-L	B-L 51	U	5	....	Blo 3	Wisc 6600	2F	H	7.75	46.2	Shu 550	W2IM	438	CD	Ros	6x3	I	97	64¼	34½	41½x2½	54¼x3	¼	64
65	You	D.B-L	B-L 51	5	U7	Blo 3	Wis 6617	2F	H	6.35	37.8	Shu 5572	L4IH	420	CD	Ros	8x3x¼	I	Var	Var	31½	41x2½	54¼x3	¼	65
66	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1238A	2F	H	8.64	46.8	Shu 5550	W2IM	614	CD	Ros	6x3	I	.....	.....	.....	41½x2½	54¼x3	¼	66
67	You	D.B-L	B-L 51	U	5	No	Blo 3	Wis 1238A	2F	H	8.64	63.8	Shu 5550	W2IM	614	CD	Ros	6x3	I	.....	.....	.....	41½x2½	54½x3	¼	67
68	You	D.B-L	B-L 51	5	U7	Blo	Wis 8800B	2F	H	7.85	46.8	Shu 5550	W2IM	416	2I	Ros	8x3x¼	I	81	61	31½	41x2½	48x3	..	68
69	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x	C	100	66	33	40x2½	50x3	N	69
70	G&O	.....	.....	U	5	No	Spi 3	Wis	2F	R	6.41	45.3	Shu	L4IHV	380	CD	Ros	8x3x¼	C T C	142	84	34	40x2½	54x3	N	70
71	Lon	P.B&B	B-L	U	5	No	Spi 2	Wis	2F	R	7.32	43.6	Shu	W2IMV	416	TD	Ros	7x3x	C	100	66	33	40x2½	50x3	N	71
72	Lon	P.B&B	B-L	A	7	No	Spi 3	Tim	WF	R	7.75	78.6	Shu	T2IMV	500	CD	Ros	7x3x	C	132	83	34	40x2½	50x3	N	72
73	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	....	Shu	L4IHV.	471	CD	Ros	8½x3x	T	142	84	34½	40x2½	54x3	¼	73
74	Mod	P.Own	Own	U	5	No	M.M.	Own 1000	SF	H	8.5	76.8	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	74
75	Mod	P.Own	Own	U	5	No	M.M.	Own 1150	2F	H	7.16	64.7	Own300	BE4IM	430	2I	Ros	8x3¼x¼	T	115	72½	34	42x3	56x3	¼	75
76	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58001	W	H	6.83	43.8	Tim 15733H	L4IHV	399	FD	Ros	9x3x¼	T	114	75¼	31½	40x2½	52x3	½	76
77	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	6.8	36.4	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	156	82	31½	40x2½	52x3	½	77
78	Per	D.B-L	B-L 55 & 60	A	3	Opt	Spi 4	Tim 65706H	WF	H	7.75	93.5	Tim 15733 H	L4IHV	504	TD	Ros	9x3x¼	T	150	100¼	33¼	42x2½	56x3	½	78
79	Own	D.B-L	B-L 51	4	No	Spi	Tim 58000H	BF	R	6.83	....	Tim 14703 H	L4IH	648	TD	Ros	7½x3½x¼	T	164	104	34	38x2½	52x3	¼	79
80	Per	D.Ful	FulMGU14	U	4	No	Spi 3	Tim 58200	SF	R	6.17	40.9	Tim 14706H	L4IHV	...	FD	Han	8x3x¼	C P	137½	90	32	39x2½	60x3	¼	80
81	Mod	D.B-L	B-L 55	A	4	No	Spi 6	Wis 1418	2F	R	9.12	48.7	Tim 15300	W2IM	615	CD	Ros	6½x2½x¼	C	112	75	33	42x2½	56x3	..	81
82	Mod	D.B-L	B-L 60Max	A	7	No	Spi 6	Wis 1402	2F	R	10.1	95.7	Tim 16310	W2IM	802	TD	Ros	6½x2½x¼	P	95	73	33	42x2½	56x3	..	82
83	Per	D.B-L	B-L 35	U	4	No	Spi	Tim 65200H	W-F	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	7x3¼x¼	P C C	Opt	Opt	34	38x2¼	54x3	..	83
84	Chi	D.B-L	B-L 51-4	U	4	No	Spi 3	Tim 65706HP	WF	..	6.0	32.1	Tim 15733H	L4IHV	770	PI	Ros	7x4x¼	C	128	81	34	39x2½	53x3	N	84
85	Per	D.B-L	B-L 51	V	4	No	Spi	Wis 6787L	2F	R	7.00	....	Tim 15733H	L4IHV	...	FD	Ros	8x3x¼	C	182	155	32	42x2½	54x3	½	85
86	.....	D.B-L	B-L 51	V	4	No	Spi	Tim 65002 H	WF	R	.....	.....	Tim 15733H	L4IHV	...	FD	Ros	8x3x¼	C	86¼	.....	.....	42x2½	54x3	..	86
87	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	6.91	27.2	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	87
88	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	5.88	28.5	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56½x3½	..	88
89	Own	D.Own	Own AB	U	4	No	Spi 2	Own AB	CD	R	5.1	24.6	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	48x3	..	89
90	Own	D.Own	Own AB	U	4	No	Spi 4	Own AB	2F	H	6.69	32.4	Own AB	O4IV	471	FX	Own	8x2¼x¼	T	120	73	33¼	42¼x3	56½x3½	..	90
91	Lon	P.B-L	B-L 35	A	4	Opt	Cle	Tim 64800 H	WF	R	6.5	34.8	Tim 14703 H	L4IH	391	TX	Ros	9x3¼x¼	C C	144	80	34..	40x2½	54x2½	..	91
92	Chi	D.Ful	FulMGU	U	4	No	Blo	Tim 58200H	BF	H	6.14	39.9	Tim 15733H	L4IH	660	TD	Ros	6x3x¼	C	141	87	34	43x2½	48x3	N	92
93	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x¾	I	85	53	33½	40x2½	54x3	½	93
94	You	D.Ful	Ful GOG	A	8	A	Blo 4	Wis 8817	2F	R	5.37	69.4	Shu 5510	W2IM	250	2I	Ros	6x3½x¾	I	85	53	33¼	40x2½	54x3	½	94
95	You	D.Ful	Ful MGOG	A	7	A	Blo 4	Wis 8817-L	2F	R	7.93	65.	Shu 5532	L4IH	...	TD	Ros	6x3½x¾	I	88	57½	31	40x2½	54x3	½	95
96	Mod	D.B-L	B-L 60-7	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x¼		113¼	83¾	34	2½x44	50x3	..	96
97	Lon	P.Lon	Cov	U	4	No	Cle	Tim	WF	R	5.40	33.5	Tim	W4IA	488	TD	Han	8½x2½x	P	144	64¼	34	41x2½	56x3	½	97
98	Lon	D.B-L	B-L 51	U	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 14704 H	L4IH	584	FX	Han	7x3¼x¼	P	144	82	34	40x2¼	54x3	..	98
99	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.5	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	P	156	97½	34	42x2½	54x3	..	99
100	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	.....	...	.....	Ros	.....	.....	.....	144	94½	.....	.....	.....	100
101	Own	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	7x3¼x¼	C	127	78	40½	38x2½	50x3	N	101
102	Own	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros	8x3¼x¼	C	156	94½	40½	38x2½	54x3	N	102
103	Own	D.B-L	Own	U	4	3	Cle	Own	F	H	6.14	77.8	Own	L4IH	344	TX	Ros	7x3¼x¼	C	86¼	59	40½	38x2½	50x3	N	103
104	Own	D.B-L	Own	U	4	Opt	Cle	Own	F	H	6.14	40.5	Own	L4IH	344	TX	Ros		C			40½	38x2½	54x3	N	104
105	You	D.B-L	B-L 35	U	4	No	Spi	Tim 56200 H	BF	R	6.17	33.0	Tim 14703 H	L4IH	578	TX	Ros	7x3x¼	P	Opt	Opt	31½	40x2½	50x3	..	105
106	Lon	D.Ful	Ful VU	U	5	....	Blo	Tim65706DH	WF	..	8.5	63.0	Tim 15733 H	.....	...	.....	Han	.....	.....	156	97½	.....	.....	.....	.....	106
107	Fed	Ful	Ful	U	4	Opt	Spi 4	Cla	SF	..	7.1	46.1	.....	B4IM	...	TX	Ros	9x2¼x½	C	113	80¼	32	40x3	56x3	½	107
108	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	108
109	Mod	P.B-L	B-L 314	U	4	Opt	Cle	Tim 14703H	SF	R	6.16	40.6	Tim	L4IHV	...	TX	Ros	12x3x¼	P	Opt	Opt	33	40x2½	60x3	½	109
110	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 2CI	2F	R	7.6	49.7	Own 2DI	OPXM	224	2I	Ros	8½x3½x¼	C	148½	93½	34½	40½x3	56x3½	½	110
111	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 58000H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	111
112	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65001H	WF	H	7.37	37.4	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	112
113	Mod	P.Lou	Ful MGU	U	4	No	Spi 3	Tim 56200H	SF	R	7.4	48.1	Shu 5432	L4IHV	578	TD	Ros	7x3x¼	T	Opt	Opt	34	38x2½	54x2½	½	113
																								3½ Ton		
114	Per	D.B-L	B-L 51 5	U	5	No	Blo	Wis 8817B	2F	H	9.4	56.1	Shu 510	W2IM	534	2I	Ros	6x3½x¼	P	70½	54½	34	40x2½	45x3	N	114
115	Own	D.Own	Own 2R	A	4	....	Own	Own 2R	2F	..	9.98	53.4	Own 2R	O2FXM	...	2X	.....	8x2¼x¼	T	Opt	Opt	.....	.....	.....	..	115
116	Bus	D.Own	Own 2R	A	4	....	Own	Own 2R	2F	..	7.57	40.6	Own 2R	.....	...	.....	.....	.....	.....	132	81	.....	.....	.....	..	116
117	G&O	P.B&B	Own	A	4	....	Spi	Tim 65706BY	WF	..	6.00	66.0	Tim 15733BY	.....	...	.....	Ros	.....	.....	Opt	Opt	.....	.....	.....	..	117

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	3½ Ton—Cont'd																									
1	Atterbury.........70	....	222	222	22000	8400	B 9.75/20	DB9.75/20	Con 20R	6–4⅛x4¾	380.0	40.8	87–2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	1
2	Autocar..........HS	4600	114	161	24000	6550	P 40x8	DP40x8	Own	4–4½x5½	350.0	32.4	45–1450	L	G	A	2¾	....	2	SP	Bf	Str	G	A-Bo	L-N	2
3	Autocar. 3-3½T. .SHS	4800	114	161	24000	7900	P 40x8	DP40x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Ha	Str	G	D-R	L-N	3
4	Autocar. . 3-3½T. TEA	5350	192	242	22000	8900	P 36x8	DP36x8	Own	6–4¼x4¾	404.0	43.4	92–2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	4
5	Brockway........195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4⅛x4¾	380.9	40.8	85–2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	5
6	Clinton.........85-6	4400	190	Op	16975	5975	P 34x7	DP34x7	Bud BUS	6–4x5⅛	386.4	38.4	74–2400	L	G	C	2½	9⅞	4	FP	No	Str	V	Spl	D-R	6
7	Coleman D-40X 3½-5t	....	130	184	21100	9700	P 40x8	P 40x8	Bud BA6	6–4⅛x5⅛	411.0	40.8	85–2400	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	7
8	Commerce..........80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA6	6–4⅛x5⅛	411.0	40.8	85–2400	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	8
9	Concord........JLX-6	4500	202	222	19400	7000	P 34x7	DP34x7	Bud BA6	6–4⅛x5⅛	411.0	40.8	85–2000	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	9
10	Duplex............EF	....	130	...	17000	6500	S 36x8	S 36x8	Bud EBU-I	4–4¼x5½	312.0	28.9	57–2100	L	G	C	2⅜r	10 1/16	3	PS	No	Zen	V	Eis	A-L	10
11	Federal. . . . U6-3-3½T	3860	165	218	19000	7220	P 34x7	DP34x7	Con 18R	6–4x4½	339.0	38.4	85–2200	H	C	C	2¾	13 1/16	7	PC	KP	Str	M	D-R	D-R	11
12	Fisher-Standard Sup. 6	....	157	206	20000	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	12
13	Fisher-Standard Sup. 6	....	157	206	20000	7100	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	13
14	Fisher-Standard Sup. 6	....	157	206	21000	7200	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	14
15	Fisher-Standard Sup. 6	....	157	206	21000	7500	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	15
16	Freeman BASP 3½-4 T	5500	144	144	......	7760	P 38x9	DP38x9	Bud BA6	6–4⅛x5⅛	411.0	40.8	78–2250	L	G	C	2½	9⅞	4	PC	Bu	Str	E	R-Bo	R-Bo	16
17	F.W.D.........CU-6	5120	148	180	16720	7200	P 38x9	P 38x9	Wau SRS	6–4⅛x5⅛	411.	40.8	92–2300	L	G	C	3	13⅞	7	PC	Wa	Zen	V	Eis	NE	17
18	Garford............80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA6	6–4⅛x5⅛	411.0	40.8	85–2400	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	18
19	(X)Gen. Mot.....T42	1960	141	181	15000	4905	P 36x6	DP36x6	Buick	6–3 7/16x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	19
20	(X)Gen. Mot.....T44	2080	141	181	16000	5005	P 36x6	DP36x6	Buick	6–3 7/16x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	20
21	Gramm-Bernstein...A	....	162	212	20000	7450	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2¾	13 1/16	7	FP	HA	Zen	V	A-L	A-L	21
22	Hug............87M	....	120	...	21800	......	P 36x8	DP36x8	Bud DW6	6–3¾x5	330.0	33.7	70–2100	L	G	C	2½	9	4	PC	Bu	Zen	V	R-Bo	D-R	22
23	Indiana..........195	....	170	224	19500	7500	P 36x8	DP36x8	Con	6–4⅛x4¾	380.9	40.8	89–2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	23
24	International...HS-74	....	160	235	......	9690	S 36x6°	S 40x12°	HaS 152	4–4¾x5½	390.0	36.1	60–1800	H	C	A	3	8⅜	3	PC	HS	Zen	G	R-Bo	.....	24
25	International......W2	....	148	200	......	8400	S 36x5	S36x10	HaS 151	4–4¼x5½	312	28.9	59–1800	H	C	A	2¾	8¾	3	PC	HS	Zen	U	R-Bo	D-R	25
26	International..HS-74C	....	160	235	......	10290	S 36x6°	S 40x12°	HaS 152	4–4¾x5½	390.0	36.1	60–1800	H	C	A	3	8⅜	3	PC	HS	Zen	G	R-Bo	.....	26
27	Kenworth.........205	5850	172	223	20500	7700	P 36x8	DP36x8	Bud GL6	6–4½x6	572.5	48.6	114–1900	L	G	C	3	10 1/16	4	PC	Bu	Zen	V	R-Bo	D-R	27
28	Kenworth 220	5200	194	221	22000	8400	P 36x8	DP36x8	HaS 160	6–4¼x5½	468.2	43.3	105–2000	L	C	A	2¾	10⅜	4	PC	No	Zen	V	D-R	D-R	28
29	Kleiber.............65	4000	190	192	......	6200	P 34x7	DP 34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	L	C	C	2¾	13	7	FP	No	Str	G	R-Bo	A-Bo	29
30	LaFrance-Republic H-2	....	174	198	16000	6350	P 34x7	DP34x7	Lyc TS	6–3⅞x5	354	36.2	89–2600	L	G	C	2¾	10	4	FP	....	Zen	V	A-L	A-L	30
31	Larrabee............65	4280	166	204	18400	7200	B 8.25/20	DB8.25/20	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	31
32	Moreland..........E7	3520	182	...	15000	6000	P 34x7	DP34x7	Her WXC 2	6–4⅛x4½	360.8	40.8	73–3000	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	32
33	Netco...............E	....	140	200	18500	7500	B 9.75/20	B 9.75/20	Wau 6SRL	6–4⅜x5⅛	462.	45.9	100–2400	L	G	A	....	13⅞	7	FP	Wa	Zen	M	A-L	A-L	33
34	Omort..............35	....	150	150	21000	7600	P 36x8	DP36x8	Her WXC	6–4x4½	339.	38.4	73–2000	L	G	B	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	34
35	Oshkosh...........HC	5350	146	165	18500	8000	B 10.50/20	B 10.50/20	Her YWC	6–4⅜x4¾	428.0	45.9	90–2000	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	L-N	35
36	Relay...........60DC	4745	175	192	......	7800	P 38x7	DP40x8	Bud BA6	6–4⅛x5⅛	410.9	40.8	83–2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	36
37	Relay..............80	5330	175	192	......	8600	P 36x6	S 40x12	Bud BA 6	6–4⅛x5⅛	411.0	40.8	83–2000	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	37
38	Service............80	5250	175	192	......	8200	S 36x6	S 36x12	Bud BA 6	6–4⅛x5⅛	411.0	40.8	83–2000	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	38
39	Ster. DW15-64.3½-4½	....	163	177	15000	5775	S 36x5	S 36x8	Wau 6XK	6–3¾x4½	298.0	33.7	66–2400	L	G	A	2⅜	12½	7	FP	Wa	Zen	V	.....	L-N	39
40	Sterling.....DW13-65	....	150	164	13000	5500	S 34x4	S 34x7	Wau 6XK	6–3¾x4½	298.0	33.7	66–2400	L	G	A	2⅜	12½	7	FP	Wa	Zen	V	.....	L-N	40
41	Stewart..........19X	3690	165	235	......	7010	S 36x5	S 36x10	Lyc TS	6–3⅞x5	354.0	36.2	90–2750	L	G	C	2¾	10	4	PS	Ha	Str	V	D-R	D-R	41
42	Studebaker..........99	3795	184	...	14000	5400	B 7.50/20	DB 7.50/20	Own	8–3½x4⅜	337.0	39.2	115–3200	L	G	C	2⅝	9 11/16	5	PC	No	Str	M	D-R	D-R	42
43	Walter..........FKD	6300	Op	118	20000	8000	B 9.00/24	DB9.00/24	Own 6	6–4¼x4¾	404.0	43.4	80–1800	L	G	C	3	13⅞	7	PC	On	Str	V	R-Bo	D-R	43
44	Ward La France .30B	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Own	8–3⅜x4½	322	36.4	100–2400	L	C	C	2⅝	10¼	..	FP	Ha	Str	P	D-R	D-R	44
45	Ward La France 30RU	....	197	209	16000	7800	B 8.25/20	DB8.25/20	Wau 6MK	6–4⅛x4¾	381	40.8	83–2200	L	G	C	2⅝	12½	7	FP	Ha	Str	P	D-R	D-R	45
46	White..............55	4650	174	215	21500	8737	S 36x5	DS40x5	Own GRB	4–4¼x5¾	326.3	28.9	54–1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	46
47	White 63 2½-3-3½ T.	5000	215	215	18000	8350	P 34x7	DP34x7	Own 3A	6–4x5¼	396.0	38.4	72–1800	H	C	S	2¾	12⅛	7	FP	On	Zen	M	D-R	D-R	47
48	Wichita..........6-95	4950	173	Op	20000	8103	P 34x7	DP36x8	Wau SRL	6–4⅜x5⅛	462	46.0	97–2000	L	G	C	3	13⅞	7	CC	Wa	Str	M	D-R	D-R	48
49	Witt-Will..........R3B	....	159	...	15500	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	49
50	Witt-Will..........R35	4200	159	...	16800	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.2	38.4	82–2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	50
	4 Ton																									
51	Amer. La France. 12R	....	Op	160	2000	7500	P 36x8	DP36x8	Own	6–4⅛x5⅛	411.0	40.8	75–1800	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	51
52	Armleder...........41	....	Op	199	16300	6500	P 34x7	DP34x7	Her WXC	6–4x4½	339	38.4	73–2000	L	G	B	2⅝	....	7	PC	Ha	Zen	V	A-L	A-L	52
53	Atterbury...........C	4750	186	220	19315	8300	P 36x8	DP36x8	Con 20R	6–4⅛x4¾	381	40.8	82–2400	H	C	B	2¾	12 1/16	7	PC	Ha	Zen	V	D-R	A-L	53
54	Available........T-45	....	Op	Op	20000	8800	B 9.75/20	DB9.75/20	Wau 6AB	6–4½x5¾	549	48.6	100–2000	L	G	C	3½	11⅜	4	FP	Wa	Str	V	D-R	D-R	54
55	Brockway. 220–3½, 4T	....	170	224	22000	8200	P 40x8	DP40x8	Con	6–4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	55
56	Chicago.......1-50-B	....	140	236	18780	7780	B9.75/20	DB9.75/20	Wau 6SRL	6–4⅜x5⅛	462	45.9	97–2000	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	56
57	Clinton.............90	4800	190	Op	19550	8000	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2⅜r	11 11/32	3	PC	Bu	Zen	V	Spl	D-R	57
58	Clinton...........90M	....	190	Op	21550	8050	S 36x5	DS36x6	Bud YTU	4–4½x6	381	32.4	50–1400	L	G	C	2⅜	11 11/32	3	PC	Bu	Zen	V	Spl	D-R	58
59	Commerce..........80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6–4⅛x5⅛	411.0	40.8	83–2000	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	59
60	Corbitt. 24W6 4-5 Ton	....	195	230	24500	9200	P 38x9	DP38x9	Con 20R	6–4⅛x4¾	381	40.8	73–2000	H	G	B	2¾	13 11/16	7	FP	No	Zen	V	D-R	D-R	60
61	Day Elder..........200	4295	156	204	20000	7400	B 9.00/20	DB9.00/20	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	M	D-R	D-R	61
62	Diamond T 750	4800	181	235	24000	8300	B 9.75/22	DB 9.75/22	Her YXC4	6–4⅝x5¼	529	51.3	124–2200	L	G	C	3	....	7	PC	Ha	Zen	M	A-L	A-L	62
63	Fageol............445	5650	183	216	22500	9300	P 36x6	DP36x6	Wau DU	4–4½x6¼	398	32.4	54–1500	L	G	A	2½	9¾	3	PC	Wa	Zen	V	D-R	D-R	63
64	Fageol............485	6400	184	217	22500	9800	P 36x6	DP36x6	Wau AB	6–4½x5¾	549	48.6	100–2000	L	G	A	3½	11⅜	4	PC	Wa	Zen	V	D-R	D-R	64
65	Fageol............470	5750	183	216	22500	9525	P 36x6	DP36x6	Wau SRL	4–4⅜x5⅛	462	45.9	89–2200	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	65
66	Fisher-Stand. Super 6	....	156	206	21000	6800	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	66
67	Fisher-Stand. Sup. 3½	....	156	206	21000	7100	P 34x7	DP34x7	Con 18R	6–4x4½	339.3	38.4	81–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	67
68	Fisher-Stand. Super 6	....	156	206	22000	7200	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	68
69	Fisher-Stand. Sup. 3½	....	156	206	22000	7500	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427.5	45.9	102–2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	69
70	Freeman......BA-144	5800	144	144	......	8400	P 36x8	DP36x8	Bud BA6	6–4⅛x5⅛	411.0	40.8	83–2000	L	G	C	2½	....	4	PC	Bu	Str	E	R-Bo	R-Bo	70
71	FWD...............SSU	5220	148	Op	17500	7500	P 38x9	P 38x9	Wau SRL	6–4⅜x5⅛	462.0	45.9	102–2200	L	G	C	3	13⅞	7	PC	Wa	Zen	V	Eis	NE	71
72	Garford............80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6–4⅛x5⅛	411.0	40.8	83–2000	L	G	C	2½	....	4	PC	Bu	Zen	V	A-L	A-L	72
73	(X)Gen. Mot.....T42	1975	141	181	15000	4910	P 34x7	DP34x7	Buick	6–3 7/16x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	73
74	(X)Gen. Mot.....T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6–3 7/16x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	74
75	(X)Gen. Mot.....T51	2565	155	200	19000	6100	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	75
76	(X)Gen. Mot.....T55	2690	155	200	19000	6150	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	76
77	Gramm............GW	....	157	240	28000	8950	B 9.00/20	DB9.00/20	Con 21R	6–4⅜x4¾	428	45.9	100–2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	77
78	Gramm............GY	....	190	210	18000	7200	B 8.25/20	DB8.25/20	Con 21R	6–4⅜x4¾	428.4	45.9	100–2200	H	C	C	2¾	13 1/16	7	PC	No	Zen	M	A-L	A-L	78
79	Gramm..............45	....	153	200	17950	7700	S 36x5°	S 36x12°	Lyc TS	6–3⅞x5	353.8	36.2	85–2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	79
80	Gramm..............48	....	153	200	17950	7700	S 36x5°	S 36x12°	Lyc TS	6–3⅞x5	353.8	36.2	85–2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	80
81	Hahn-Selden.....47D	....	151	184	19500	7800	P 36x8	DP36x8	Con 18R	6–4x4½	339.3	38.4	82–2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	81
82	Hendrickson.........U-6	4900	Op	Op	24000	8200	P 40x8	DP40x8	Bud BA-6	6–4⅛x5⅛	411.0	40.8	73–2000	L	G	C	2½	9⅞	4	FP	Bu	Zen	M	A-L	A-L	82
83	Indiana. 220 3½ & 4 T.	....	170	224	22000	8200	P 40x8	DP40x8	Con	6–4⅜x4¾	427.5	45.9	100–2400	H	C	N	2¾	13 1/16	7	CC	KP	Zen	M	A-L	A-L	83
84	Kenworth..........240	5450	170	221	24000	8400	P 36x8	DP36x8	Her YXC3	6–4⅝x4¾	478	51.2	103–2200	L	G	C	3	15	7	PC	Ha	Zen	V	D-R	D-R	84
85	Kleiber............657	4500	202	...	......	7500	P 36x8	DP36x8	Bud BA 6	6–4⅛x5⅛	411	40.0	90–2000	..	G	C	2½	10	4	PC	....	Str	V	R-Bo	.....	85
86	LaFrance-Republic M2	....	174	198	20000	7500	P 36x8	DP36x8	Wau SRL	6–4⅜x5⅛	462.0	46.0	97–2000	L	G	C	3	13⅞	7	PC	Wa	Zen	V	A-L	A-L	86
87	Lange.............F16	5500	148	188	23000	8600	P 40x8	DP40x8	Her YXC	6–4⅜x4¾	428	45.9	94–2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	87
88	Larrabee 75	5200	167	205	20800	7850	B 9.75/20	DB9.75/20	Con 20R	6–4⅛x4¾	380.8	40.8	89–2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	88
89	Maccar..............66	4600	177	220	18500	7500	P 36x8	DP36x8	Bud BA6	6–4⅛x5⅛	411	40.8	90–2400	L	..	..	2½	8¾	4	PC	Bu	Str	V	D-R	D-R	89
90	Maccar...........66A	5500	170	206	21000	8200	B 9.75/20	DB9.75/20	Her YXC3	6–4⅝x4¾	479.0	51.3	106–2400	L	..	..	....	....	..	..	Pe	.....	..	D-R	D-R	90
91	Mack...............BC	5250	154	190	......	......	P 36x8	DP36x8	Own BC	6–4x5½	414.7	38.4	103–2600	L	G	C	3	12 1/16	7	FP	Ha	Str	V	R-Bo	N-E	91
92	Moreland........BD 7	3565	184	...	16000	6000	P 34x7	P 34x7	Her WXB	6–3¾x4½	298.2	33.7	67–2400	L	..	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	92
93	Noble.............166C	4500	180	207	19870	8670	P 34x7	DP34x7	Con 20R	6–4⅛x4¾	381	40.8	88–2400	H	G	N	2¾	13 11/16	7	FP	Co	Str	V	A-L	A-L	93
94	Oshkosh..........HXC	5675	146	165	19700	8200	B10.50/20	B10.50/20	Her YXC2	6–4½x4¾	453.0	48.6	95–2000	L	G	C	3	15	7	PC	Ha	Str	M	R-Bo	L-N	94
95	Pierce-Arrow.......PX	....	160	200	24000	9400	B10.50/20	DB10.50/20	Own	6–4⅝x4¾	479.0	51.3	104–2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	95
96	Relay...............80	5380	175	192	......	8800	P 38x7	S 40x14	Bud BA 6	6–4⅛x5⅛	411	40.8	90–2400	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	96
97	Schacht. . De Luxe 30	....	174	199	......	7100	B 9.00/20	DB 9.00/20	Her WXC	6–4x4½	339	38.4	73–2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	P	A-L	A-L	97
98	Service.............80	5330	175	192	......	8400	S 36x6	S 36x14	Bud BA 6	6–4⅛x5⅛	411	40.8	90–2400	L	G	C	2½	10	4	PC	Bu	Zen	V	A-L	A-L	98
99	Ward La France .35R	....	Op	Op	21000	8100	B9.00/20	DB9.00/20	Wau SRL	6–4⅜x5⅛	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	99
100	Ward La France .4E6	....	Op	Op	21000	8100	B 9.00/20	DB9.00/20	Wau SRL	6–4⅜x5⅛	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	100
101	Witt-Will.........R4	4440	159	...	21600	8000	P 36x8	DP36x8	Con 20R	6–4⅛x4¾	381	40.8	88–2200	H	C	N	2¾	13 1/16	7	FP	No	Zen	E	D-R	D-R	101
102	Witt-Will.........R4X	4600	159	...	21600	8000	P 36x8	DP36x8	Con 21R	6–4⅜x4¾	427	45.9	100–2600	H	C	N	2¾	13 1/16	7	FP	No	Zen	E	D-R	D-R	102
103	World........DA-115	3595	168	182	17500	6100	P 36x8	DP36x8	Lyc HD	8–3¼x4½	298.6	33.8	115–3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	103
	4½ Ton																									
104	(X) Gen. Mot.....T44	2095	141	181	16000	5095	P 34x7	DP34x7	Buick	6–3 7/16x4⅝	257.5	28.3	76–2500	H	G	C	2⅜	8⅛	4	PC	Ha	Mar	M	D-R	D-R	104
105	(X)Gen. Mot.....T55	2690	155	200	19000	6150	P 34x7	DP34x7	Own 331	6–3¾x5	331.4	33.7	94–2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	105
106	Larrabee 85..........	5500	168	206	23650	8800	B9.75/20	DB9.75/20	Con 21R	6–4⅜x4¾	424.4	45.9	97–2400	H	C	C	2¾	13 1/16	7	FP	No	Zen	G	D-R	D-R	106
107	Ster. DW18-64.4½-6½	....	166	180	18000	6850	S 36x5	S 36x10	Wau 6KS	6–4x4¾	358	38.4	71–2000	L	G	C	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	107
108	Ster. DC19-64.4½x5½	....	163	177	......	6500	S 36x5	S 36x10	Wau 6XK	6–3¾x4½	298.2	33.7	61–2000	L	G	C	2⅜	....	7	FP	Wa	Zen	V	.....	L-N	108
109	Ward La France .45D	....	Op	Op	24000	8600	P 36x8	DP36x8	Wau SRL	6–4⅜x5⅛	462	45.9	97–2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	109
	5 Ton																									
110	Acme.............90L	4675	192	Op	21500	9100	S 36x5	S 40x12	Con B7	4–5x6	471.2	40.0	62–1500	L	C	C	2⅝	10⅞	3	FP	No	Str	V	Eis	Non	110
111	Amer. La France V-5R	5500	Op	Op	23000	9800	S 36x6	DS40x6	Own 5R	4–4¾x6	425.3	36.1	50–1200	L	G	C	2⅝	9 1/16	3	PS	On	Zen	V	A-Bo	ABo1	111
112	Am. La Fra. Chieftain	....	160	Op	22000	7200	B9.75/20	DB9.75/20	Own	6–4⅛x5⅛	410.9	40.8	75–1800	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	112
113	Am. LaF. Big... Ch.16	6725	226	242	24000	10000	P 40x8	DP40x8	Own	6–4½x6	572.5	48.6	115–1600	L	G	C	3	10½	4	FP	On	Zen	V	D-R	D-R	113
114	Armleder............61	....	Op	199	19420	6620	P 36x8	DP36x8	Her WXC2	6–4⅛x4½	360	40.8	80–2200	L	G	B	2⅝	....	7	PC	Ha	Zen	V	A-L	A-L	114

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type	Line Number
																							3½ Ton -- Cont'd			
1	Per	D.B-L	B-L 51–5	U	5	....	Spi 500	Tim 65720H	W	R	8.50	62.9	Tim 35000H	L4IH	765	....	Ros	8x3⅛x1¼	..	221	132	34	40x3	56x3½	..	1
2	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	½	2
3	Own	dp.Lon	Own T	U	4	No	Spi	Own C	2F	H	8.46	53.6	Own J	O2IM	516	21M	Ros	7x2½x¼	C	135½	76	34½	41x2¼	53x3	..	3
4	Own	dp.Lon	Own T	U	12	A 2	Spi	Own TE	2F	H	7.09	10.1	Tim 26450	LO41D	602	TD	Ros	9x3x¼	C	175½	105	34½	42½x3	54½x4	½	4
5	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	5
6	Per	B-L	B-L 55	A	4	No	Blo 4	Tim65706 HP	WF	R	7.75	73.6	Tim 15302	T2IH	....	RI	Ros	8x3¼x¼	T	....	....	33¼	43½x3	51½x3	N	6
7	R-T	D Ful	Ful R U16	U	8	A 2	Spi	Wis	2F	H	8.33	159	Wis	W2/4IM	....	TD	Ros	12x2½x1½	C	144	89	30	48x3	48x3	C	7
8	Lon	D.B-L	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	8
9	Own	D.B-L	B-L 51	U	4	No	Blo	Tim 65706D	WF	R	6.1	32.6	Tim 15300	T2IMV	520	TD	Ros	7x3x½	C	Opt	Opt	32½	38½x2½	50½x3	½	9
10	Lon	D.B-L	B-L	U	8	A 2	Pet	Own	I	R	8.00	86.0	Own	OP4M	....	TX	Woh	6x3⅛x¼	I	....	....	39⅛	44x3	44x3	..	10
11	Lon	P.B&B	B-L 55	A	7	No	P-S 4	Tim65706 HP	WF	R	6.8	64.6	Own	L4IHV	767	TI	Ros	7½x3½x¼	C	119	81⅛	34	42x2½	54x3	½	11
12	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	12
13	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	13
14	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	'41HV	660	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	14
15	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	15
16	Lon	D.Ful	Ful H U 16	U	8	A 2	BC	Own	I	R	8.53	155	Own	OF4XM	336	RX	Woh	7x3½x⅛	C	100	72½	32	54x3	52x4	..	16
17	Per	O.H-S	Own	A	5	Op	Blo	Own U	BF	H	8.9	88.6	Own U	O4XM	252	2I	Ros	7x3x⅓	C	132	93	36	42¾x2½	52¾x2½	½	17
18	Lon	D.B-L	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	18
19	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6⅛x3⅛	P	107	59	34⅛	38x2½	50x3	..	19
20	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6⅛x3⅛	P	107	59	34⅛	38x2½	50x3	½	20
21	You	D.B-L	B-L 55 Max	A	7	No	Blo	Tim 65706H	WF	H	7.25	68.8	Tim 15733- H	L4IHV	490	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	56x3	..	21
22	You	D.B-L	B-L 55	A	7	A 7	Blo 3	Wis 12372	2F	H	8.64	82.1	Shu 610	W2IM	420	TD	Ros	7x3⅝x¼	I	96⅞	64½	....	41½x2½	54½x3	½	22
23	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.8	49.5	Shu	L4IHV	471	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	..	23
24	Own	P.Own	Own	U	5	No	Own	Eat 74	2F	H	7.85	70.5	Eat 74F	BE4IM	850	4I	Own	8x3x¼	T	120	81⅞	34	44x3	58x4	¼	24
25	Own	P.Own	Own	U	5	No	Own	Own 1200	2F	H	9.95	83.9	Own 400	BE4IM	710	2I	Own	7x3x¼	T	106½	73¼	34	41½x3	56x3½	¼	25
26	Own	P.Own	Own	U	5	No	Own	Own	CD	B	8.81	79.1	Eat 74F	BO4IM	736	4I	Own	8x3x¼	T	120	81⅞	34	44x3	54x4	½	26
27	Per	D.B-L	B-L 60	U	5	A 3	Spi 4	Tim 65706 H	WF	H	6.8	62.0	Tim 26450 H	L4IH	508	TD	Ros	9x3x¼	T	132	85⅝	33¼	42x2½	56x3	½	27
28	Per	D.B-L	B-L	U	5	A 3	Spi 6	Ti' 66704DH	WF	..	7.8	74.0	Tim 15733H	T4IHV	649	FD	Ros	9x3x¼	..	162	111	33¼	42x2½	56x3½	..	28
29	Own	D.B-L	B-L 55	U	4	No	Spi	Tim 65001H	WF	R	7.75	41.5	Tim 15733H	L4IHV	676	FD	Ros	7x3½x⅛	T	170	106	34	44x2¼	52x3	¼	29
30	Per	D.Ful	Ful MGU	U	4	No	Spi 3	Wis 69317	2F	R	6.41	41.6	Tim 14706H	L4IHV	....	FD	Han	8x3x¼	C	137¼	90	32	39x2½	60x3	..	30
31	Per	D.B-L	B-L 51	U	4	No	Spi	Ti' 65200D	WF	H	7½	40.0	Tim 15733H	L4IH	650	TD	Ros	8x3½x¼	C	Opt	Opt	34	40x2½	54x3	½	31
32	Lon	D.Own	B-L 51	U	4	A 4	Fet	Tim 65001 H	WF	R	6.7	36.1	Tim 15733 H	L4IH	....	TI	Ros	9⅛x3½x¼	C	156	199	34..	39⅝x2½	54x3	½	32
33	Mod	D.B-L	B L 55	N	4	No	Pet 2	Tim 65704	WF	R	7.25	Opt	Tim 15733	2M	520	DI	Ros	9x3x¼	C	132	96	34	40x3	50x3	..	33
34	You	D.Ful	Ful MGOG	A	8	A	Blo 4	Wis 1567H	2F	R	9.11	74.7	Shu 5532	L4IH	....	TD	Ros	6x3½x⅛	I	108	74	31	40x2½	54x3	¼	34
35	Mod	D.B-L	B-L 60	A	7	No	Blo 3	Own	2F	H	8.94	84.9	Own	Own	142	2I	Han	7x2½x½	..	113¼	83⅞	34	2½x44	50x3	½	35
36	Lon	Ful	Ful VU	A	5	No	Blo	Own 60	2R	..	7.88	58.8	Tim 15733 H	L4IH	584	FX	Han	7x3½x¼	..	156	97½	34	42x2½	54x3	..	36
37	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	37
38	Lon	P.B&B	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	38
39	Hex	D.B-L	B-L 51	U	4	Op	Spi	Tim 65000 H	WF	R	8.5	45.5	Tim 15733 H	L4IHV	387	TX	Ros	7x2x¼	C	149¾	85¾	34	48x3	54x3	½	39
40	Hex	D.B-L	B-L 51	U	5	No	Spi	Wis 8317L	WF	R	8.25	49.2	Shu 5429	L4IH	398	TX	Han	6x2x¼	C	122¾	72¾	33½	48x3	54x3	½	40
41	Mod	D.Ful	Ful	U	12	A	Spi 3	Tim	WF	R	7.25	127	Sal	B4IM	....	TX	Ros	9x2¾x¼	C	136¼	79½	32	40x3	56x3	½	41
42	Lon	D.Lon	Ful	U	4	No	Spi	Eat	S½	H	5.11	24.6	Eat	B4IMV	505	TD	Ros	8⅛x3x⅓	C	143⅝	91⅝	41⅛	38x2½	56½x3	N	42
43	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4FXM	600	FX	Ros	11x3x¼	C	108	78	36	52x4	52x4	N	43
44	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46.0	Tim 15733H	L4IHV	....	TX	Ros	7x3½x⅛	C	Opt	Opt	33	40x2½	60x3	¼	44
45	Own	P.B-L	B-L 51	U	4	Opt	Cle	Wis	2F	R	7	46.0	Tim 15733H	L4IHV	....	TX	Ros	7x3½x⅛	C	Opt	Opt	33	40x2½	60x3	¼	45
46	Own	P.Own	Own 4B	U	4	No	Spi 3	Own 55	2F	R	10.1	66.1	Own 55	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	..	46
47	Own	P.Own	Own 4B	U	4	No	Spi 4	Own 10C	2F	R	6.33	41.4	Own 6D	L4IHV	554	FI	Ros	8x3x¼	P	144⅞	84⅞	34	42x3	56x3½	..	47
48	You	D.B-L	B-L 60	A	7	No	Spi 4	Own 50R	WF	H	6.05	73.6	Shu 610	O2IMV	320	TD	Ros	7x2¼x¼	P	143¾	91¾	30	40x2½	56x3	½	48
49	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 56001H	BF	H	6.83	36.5	Tim 15733H	L4IHV	650	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	..	49
50	Per	D.B-L	B-L 51	U	4	No	Spi	Tim 65706H	WF	H	7.00	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	C	Var	76	32	41x2½	54x3	½	50
																								4 Ton		
51	G&O	P.B&B	Own	A	4	U 2	Spi	Tim 66704BY	WF	R	6.1	49.0	Tim 15733BY	B4IM	....	TD	Ros	9x2½x¼	T	....	....	....	54x3	54x3	¼	51
52	Own	D.Ful	Ful MG U	U	4	No	Spi	Tim 58000	2F	H	....	....	Shu 5572	L4IHV	....	CD	Ros	7x3x¼	C	....	....	....	40x2½	62¾x3	..	52
53	You	D.B-L	B-L	U	4	No	Spi	Tim 65706D	WF	H	7.25	38.8	Tim 15302	T2IMV	500	RI	Ros	8x3¼x¼	C	169½	103½	34	41¼x3	54x3½	¼	53
54	You	D.B-L	B-L 60-7	A	7	No	Blo	Tim 65720	WF	R	8.5	80.7	Shu 638	B4IA	....	TD	Ros	7x2½x⅝	P	Opt	Opt	32	40x2½	50x3	½	54
55	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	55
56	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 4	Tim 65720DH	WF	R	7.75	73.6	Tim 16302	L2IH	495	TD	Ros	6x3½x⅓	T	Opt	Opt	34	44½x2½	54⅜x3	N	56
57	Own	D.B-L	B-L 55	A	4	No	Blo 4	Tim 66600	WF	R	8.75	46.8	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	57
58	Own	D.B-L	B-L 55 Max	A	7	No	Blo 4	Tim 66600	WF	R	8.75	83.1	Tim 16302	T2IM	235	2I	Ros	8x3¼x¼	T	Opt	Opt	38	43½x3	53¼x3½	N	58
59	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	59
60	Per	D.B-L	B-L 55	A	7	....	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T2IMV	695	2I	Ros	8x3½x¼	T	162	109	34	46x3	60x3½	½	60
61	Per	D.B-L	B-L 55	U	4	No	Spi 3	Tim 65706H	WF	R	7¾	63.5	Tim 15733H	L4IHV	489	TD	Ros	7x4x¼	P	134¾	77¼	35	42x2½	56x3	½	61
62	G&O	D.Cov	Cov	U	5	No	SpP 4	Wis 1627 KW	2F	R	Opt	Opt	Shu 678	Ws4I	522	TD	Ros	7½x3½x⅛	P	116¾	82¼	37	46x3	56x3½	½	62
63	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	....	TX	Ros	8x3x⅛	C	168	101⅛	....	44x3	60x3½	N	63
64	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	....	TX	Ros	8x3x⅛	C	168	95¾	....	44x3	60x3½	N	64
65	Per	D.B-L	B-L 55&60	U	7	A 3	Spi 4	Tim 66700	WF	R	6.92	124	Tim 16000	T2IMV	....	TX	Ros	8x3x⅛	C	168	101⅛	....	44x3	60x3½	N	65
66	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	66
67	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.0	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	67
68	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 58200H	SF	R	7.8	74.2	Tim 15733H	L4IHV	660	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	68
69	Lon	D.B-L	B-L 55	A	7	No	Blo 4	Tim 65720H	WF	R	8.5	80.8	Tim 15733H	L4IHV	768	TD	Ros	7½x2½x⅛	C	144	79½	32	43x2½	54x3	½	69
70	Lon	D.Ful	Ful H U 16	U	8	....	....	Own	..	..	8.53	155	Own	....	....	....	Woh	....	....	100	72½	....	....	....	....	70
71	Per	D.B-L	Own	A	5	Op	Blo	Own	BF	H	8.9	88.6	Own	O4XM	252	2I	Ros	7x3x⅓	C	132	93	36	42¾x2½	52¾x2½	½	71
72	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	72
73	Lon	D.Own	Mun	U	4	No	Spi	Eat 1717	S½	H	6.57	33.4	Eat 433F	B4IM	524	TX	Jac	6⅛x3x⅓	P	107	59	34⅛	38x2½	50x3	½	73
74	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6⅛x3x⅓	P	107	59	34⅛	38x2½	50x3	½	74
75	Lon	D.Own	Mun	U	4	No	Pet	Eat 1718	SF	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x⅓	P	125	70	34⅛	40x3	50x3	½	75
76	Lon	D.Own	Mun	U	4	No	Pet	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9x3½x⅓	P	125	70	34⅛	40x3	50x3	½	76
77	Per	D.Jon	Cov Rus	U	4	No	Blo	Wisc 1627	2F	H	6.3	41.0	Tim	4IA	864	CD	Ros	7½x3x¼	C	128½	73½	36	46x3	58x3½	..	77
78	Per	D.Ful	Ful MG 14	U	4	No	Blo 3	Wis 69317	2F	H	4.3	27.9	Eat 423	BW4IM	....	TD	Ros	8¼x3¼x¼	C	176⅛	119⅛	41½	44x2½	60x3	½	78
79	Own	D.B-L	Ful H	A	8	A	Blo	Wis 1450	2F	H	7.08	79.0	Wis 30	OPM	....	2I	Ros	7½x3¼x¼	C	138	83¾	36	46x3	58x3½	½	79
80	Own	D.Ful	Ful MG U	U	4	No	Blo 3	Wis 1250	2F	H	7.12	34.2	Shu 5550B	OPM	....	2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	80
81	Chi	D.B-L	B-L 51	A	5	No	Blo	Wis 1237H	2F	R	....	....	Tim 15733 H	L4IHV	....	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3	N	81
82	Chi	D.B-L	B-L 60-70	A	7	No	Spi 600	Tim 66700	WF	R	Opt	Opt	Tim 16302	L4IHV	....	FX	Ros	8x3x⅛	T	Opt	Opt	36	43x3	53x3½	N	82
83	G&O	D.B-L	B-L	U	4	No	Spi 3	Wis	2F	R	6.96	50.7	Shu	L4IHV	546	CD	Ros	8½x3x⅛	T	142	84	34½	40x2½	54x3	½	83
84	Per	D.B-L	B-L 55&60	U	8	A 3	Spi 4	Tim 66720	WF	H	7.6	91.5	Tim 26450	L4IHV	770	TD	Ros	9x3x¼	T	126	86½	33¼	42x2½	56x3½	½	84
85	Fed	D.B-L	B-L	A	7	A	Spi	Tim 65706H	WF	R	Opt	....	Tim 15733	T4IHV	870	TD	Ros	7x3½x⅛	P	....	....	34	44x2½	52x3	¼	85
86	Per	D.Ful	Ful VUOG	U	5	No	Spi 3	Wis 1237-H	2F	R	6.8	48.2	Tim 15733- H	L4IHV	....	FD	Han	8x3x¼	C	133	85¼	32⅛	39x2½	60x3½	½	86
87	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1552B	2F	R	10.0	95.5	Tim 16300	W2IM	802	TD	Ros	8x3x⅛	P	154½	99½	37	44x3	56x3	½	87
88	Per	D.B-L	B-L 55	A	7	No	Spi	Tim65706DH	W-F	H	8¼	80.8	Tim 16702H	L4IH	675	TD	Ros	8x3½x¼	P	Opt	Opt	34	40x2½	56x3	½	88
89	Own	D.B-L	B-L 55	A	4	A 7	Spi 3	Tim 65702D	WF	R	8.5	45.4	Tim 15302	2MV	....	TX	Ros	7x3½x¼	P	151⅛	95⅛	33¼	42x3	56x3	½	89
90	Per	B-L	B-L 60	A	7	....	....	Tim 65720W	F	H	6.80	....	Tim 26450W	Ws4IA	....	....	Ros	10x3½x¼	T	....	....	....	42x3	58½x3	..	90
91	Own	P.Own	Own BC	U	4	No	Spi 4	Own BC	2F	H	6.69	39.1	Own BC	O4IV	610	FD	Own	8x2¼x¼	T	120	73	33¼	43½x3	56⅛x3½	..	91
92	Lon	P.B-L	B-L 35	A	4	A 4	Cle	Own	WF	T	7.66	41.0	Tim 14703	L4rIH	....	TX	Ros	9⅛x3½x¼	C	168	102	34	40x2½	42x2½	½	92
93	Chi	D.Ful	Ful G	A	4	Op	Blo	Tim 65706HP	WF	R	7.23	34.8	Tim 15733H	L4IH	768	RI	Ros	8x3x¼	C	134	103½	34	46x3	54x3	N	93
94	Mod	D.B-L	B-L 60-7	A	7	No	Blo 4	Own	2F	H	9.6	91.2	Own	Own	142	2I	Han	7x2½x½	..	113¼	83⅞	34	44x2½	30x3	..	94
95	Lon	P. Lon	Cov	A	4	No	Cle	Tin	....	R	7.37	40.0	Tim	W4IA	610	TD	Han	9½x2½x⅛	C	132½	75¾	34	41x3	56x3½	..	95
96	Lon	P.B&B	Cov S HO	A	8	....	Blo	Own 74	2R	..	9.95	84.2	Tim16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	96
97	You	D.Ful	Ful MG U	U	4	No	Spi	Wis 8837AL	2F	R	7.14	46.4	Shu 5572	L4IHV	785	TD	Ros	7x3x¼	P	Opt	Opt	31¼	40x2½	50x3	½	97
98	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim66700DP	WF	..	10.3	98.2	Tim 16302	....	....	....	Ros	....	....	144	94½	....	....	....	....	98
99	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65720H	WF	R	Opt	Opt	Tim 15733H	L4IHV	....	TX	Ros	7x3½x⅛	C	Opt	Opt	33	40x2½	54x3	½	99
100	Own	P.B-L	B-L	A	4	Opt	Spi	Tim 65706D	WF	R	Opt	Opt	Shu 5550	T2IMV	....	TX	Ros	7x3½x⅛	C	Opt	Opt	33	40x2½	54x3	½	100
101	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	7.25	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	101
102	Per	D.B-L	B-L 55	U	4	No	Spi	Tim 65706H	WF	R	6.8	38.8	Tim 15733H	L4IHV	768	CD	Ros	7x2½x¼	P	Var	76	32	41x2½	54x3	½	102
103	Mod	P.Lon	Ful MGU	U	4	No	Spi 3	Tim 58200H	SF	R	7.8	50.7	Shu 5572	L4IHV	660	TD	Ros	8x3x¼	T	Opt	Opt	33½	40x3	56x3	½	103
																								4½ Ton		
104	Lon	D.Own	Mun	U	4	No	Spi	Eat T44DR	2½	R	8.05	40.9	Eat 433F	B4IM	524	TX	Jac	6⅛x3x⅓	P	107	59	34⅛	38x2½	50x3	½	104
105	Lon	D.Own	Mun	U	4	No	Pet	Eat T45R	2F	R	8.05	50.8	Eat 527F	B41M	574	TX	Jac	9x3½x⅓	P	125	70	34⅛	40x3	50x3	½	105
106	Per	D.B-L	B-L 55	A	7	No	Spi	Tim66702DH	W-F	H	9.0	85.8	Tim 16702H	L4IH	....	TD	Ros	8x3½x¼	P	Opt	Opt	34	40x2½	56x3½	½	106
107	Hex	D.B-L	B-L 55	U	4	Op	Spi	Tim 65704	WF	R	8.5	85.5	Tim 15300	O2IM	500	TX	Ros	7x2x¼	C	147	86	34	48x3	54x3	½	107
108	Hex	D.B-L	B-L 51	U	4	....	Har	Own	CD	..	....	57.8	Tim 15300	....	....	....	Ros	....	....	149¾	85¾	....	....	....	....	108
109	Own	P.B-L	B-L	A	4	Opt	Spi	Tim	WF	R	Opt	Opt	Shu 615	T2IMV	....	TX	Ros	7x3½x⅛	C	Opt.	Opt.	33	40x2½	56x3½	½	109
																								5 Ton		
110	Per	D.B-L	B-L 60-7	A	7	No.	Blo	Tim 66700	WF	R	8.75	83.1	Tim 16300	T2IM	495	2RI	Ros	9x3¼x¼	C	168⅝	105⅞	37	44x3	34x3½	N	110
111	Own	D.Own	Own 5R	A	4	No	Own	Own R	WF	T	10.0	54.4	Own 5R	OPM	....	2I	....	10x2½x¼	C	Opt	Opt	26	45x3	56x4	N	111
112	G&O	P.B&B	Own	A	4	U2	Spi	Tim 66704BY	WF	R	6.00	66.0	Tim 15733B	B4IM	....	TD	Ros	9x2½x¼	T	Opt	Opt	33	42x2½	54x3	¼	112
113	Own	P.B-L	Own	A	4	No	Own	Own 16R	2F	R	6.13	33.0	Own 16R	O4IA	....	TX	Own	9¼x2½x¼	T	Opt	Opt	33	44x3	56x3	¼	113
114	Own	D.Ful	Ful MGU	U	4	No	Spi	Tim 65706H	WF	H	....	....	Shu 5572	L4IHV	....	C	Ros	8x3x¼	C	....	....	....	40x2½	62½x3	..	114

Line Number	Make, Model and Capacity	General: Chassis Price	General: Standard W.B.	General: Max. W.B. Furnished	General: Gross Vehicle Wt. (See Key Note)	General: Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: Piston Displacement	Engine: N.A.C.C. Rated H.P.	Engine: Max. Brake H.P. at Specified R.P.M.	Engine: Valve Arrangement	Engine: Camshaft Drive	Engine: Piston Material	Engine: Dia. Main Bearings	Engine: Length Main Bearings	Engine: No. Main Bearings	Engine: Oiling System	Engine: Governor Make	Fuel System: Carburetor Make	Fuel System: Fuel Feed	Electrical System: Ignition System Make	Electrical System: Generator, Starter Make	Line Number
	5 Ton—Cont'd																									
1	Atterbury.........100	....	223	237	2800	9100	B10.50/20	DB10.50/20	Con 21R	6-4⅜x4¾	428.4	45.9	101-2400	H	C	C	2¾	....	7	FP	Ha	Zen	V	A-L	A-L	1
2	Autocar 3½ & 5T...C	5500	172	...	26000	9500	P 42x9	DP42x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	2
3	Autocar..........TFA	6100	192	242	26000	9300	P 38x9	DP38x9	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	3
4	Available........T-50	....	Op	Op	22000	9300	B 9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	677.4	60.0	125-2000	L	G	C	3½	11⅜	4	FP	Wa	Zen	V	D-R	D-R	4
5	Brockway..........250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	5
6	Clinton.........120L	5500	204	Op	27050	9550	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝r	12 11/16	3	PC	Bu	Zen	V	Spl	A-Bo	6
7	Clinton.......120LM	....	204	Op	27150	9650	S 36x6	DS40x7	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝r	12 11/16	3	FP	Bu	Zen	V	Spl	A-Bo	7
8	Coleman. X-100 5-6 T.	....	144	184	24300	11200	P 42x9	P 42x9	Bud BA6	6-4⅛x5⅛	411	40.8	85-2400	L	G	C	2½	9⅞	4	FP	Bu	Zen	V	D-R	D-R	8
9	Coleman X-100F 5-7½	....	144	184	29800	11300	P 42x9	P 42x9	Bud GL	6-4½x6	572.5	48.6	120-2000	L	G	C	3	10 1/16	4	FP	Bu	Str	V	D-R	D-R	9
10	Commerce.........100	5830	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	10
11	Corbitt..........24W6	....	195	230	24800	9200	P 38x9	DP38x9	Con 20R	6-4⅛x4¾	381	40.8	100-2200	H	C	C	2¾	13 11/16	7	FP	No	Zen	V	D-R	D-R	11
12	Day Elder 240	5500	162	202	24000	9300	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	12
13	Douglas...........F4	5525	185	Op	26000	9200	S 36x6	S 40x12	Bud BBU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝	12 11/16	3	PC	Bu	Zen	E	L-N	L-N	13
14	Douglas...........F6	6300	196	Op	26000	9200	B 9.75/38	DB9.75/38	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10 1/16	4	PC	Bu	Zen	E	L-N	L-N	14
15	Duplex....M 5-7 Ton	7650	Op	...	28000	10000	P 34x7	DS36x7	Bud GL6	6-4½x6	572.5	48.6	105-2200	L	G	C	3	10 1/16	4	FP	....	Str	V	A-L	A-L	15
16	Federal. 4C6A 4-5 T.	4735	192	231	22000	8330	P 36x8	DP 36x8	Con 20R	6-4⅛x4¾	381	40.8	90-2200	H	C	C	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	16
17	Federal. 4C6AB 4-5 T.	4960	192	231	22000	8850	P 36x8	DP36x8	Con 20R	6-4⅛x4¾	381	40.8	90-2200	H	C	C	2¾	13 1/16	7	PC	Co	Zen	M	D-R	D-R	17
18	Fisher-Standard..100C	....	200	240	25000	9000	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	N	2¾	13 1/16	7	FP	Co	Zen	V	D-R	D-R	18
19	Freeman......BA-156	5900	156	...	......	8490	P 36x8	DP36x8	Bud BA6	6-4⅛x5⅛	411	40.8	83-2000	..	G	C	2½	9⅞	4	FP	Bu	Str	V	R-B o	R- Bo	19
20	Freeman......BA-186	6000	186	186	......	8550	P 36x8	DP36x8	Bud BA6	6-4⅛x5⅛	411	40.8	83-2000	..	G	C	2½	9⅞	4	PC	Bu	Str	E	R- Bo	R- Bo	20
21	F.W.D............M5	7600	165	Op	24000	11000	B 12.75/20	B 12.75/20	WauSRL	6-4⅜x5⅛	462	45.9	102-2200	L	G	C	3	13⅞	7	PC	Wa	Zen	P	N-E	N-E	21
22	Garford..........100	5830	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	22
23	(X)Gen. Mot.....T51	2565	155	200	19000	6100	P 34x7	DP34x7	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	23
24	(X)Gen. Mot.....T61	3445	154	200	22000	6925	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 21/32	4	PC	Ha	Mor	M	D-R	D-R	24
25	(X)Gen. Mot.....T85	5570	171	204	26000	9280	P 36x8	DP36x8	Own 468	6-4¼x5½	468	43.4	115-2200	H	G	A	2¾	14 21/32	7	FP	Ha	Str	M	D-R	D-R	25
26	(X) Gen. Mot.....T60	3160	154	200	22000	7060	P 36x6	DP36x8	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	26
27	(X) Gen. Mot.....T82	3935	155	201	24000	7750	P 36x8	DP36x8	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	27
28	Gramm............HY	....	210	236	22000	9600	B 9.00/20	DB9.00/20	Con 16H	6-4¾x5¾	611.4	54.1	127-2300	L	G	A	3	13 11/16	7	PC	Pe	Zen	M	A-L	A-L	28
29	Gramm.............60	....	153	200	......	8700	S 36x6	S 36x14	Her G	4-4¾x5¾	407.6	36.1	63-	L	G	C	3	....	3	PC	Pe	Zen	V	A-L	A-L	29
30	Gramm.............60	....	153	200	20700	8700	S 36x6	S 36x14	Lyc TS	6-3⅞x5	353.8	32.6	85-2200	L	G	A	2¾	10	4	PC	Ha	Zen	M	A-L	A-L	30
31	Gramm-Bernstein HV	....	162	212	24000	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427	45.9	102-2400	H	C	C	2¾	13 1/16	7	FP	Ha	Zen	V	A-L	A-L	31
32	Hahn-Selden.......67	....	151	184	23500	8700	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	....	7	FP	No	Zen	V	A-L	A-L	32
33	Hug...............97	....	135	...	......	......	P 38x9	DP38x9	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	R.Bo	D-R	33
34	Indiana...........250	....	182	224	25000	10000	P 40x8	DP40x8	Con	6-4⅜x4¾	427.5	45.9	100-2400	H	C	N	2¾	13 1/16	7	CC	KP	Str	M	A-L	A-L	34
35	International HS-104C	....	160	235	.....	10595	S 36x6°	S 40x14	HaS 152	4-4¾x5½	390	36.1	60-1800	H	C	A	3	8⅜	3	PC	HS	Zen	G	R- Bo	D-R3	35
36	International.....W-3	....	160	235	.....	10125	S 36x6°	S 40x12°	Ha S152	4-4¾x5½	390.0	36.1	69-1800	H	G	A	3	8⅜	3	PC	HS	Zen	V	R-B0	.....	36
37	Kleiber 66	5000	206	...	......	9435	B 9.75/20	DB9 75x20	Con 21R	6-4⅜x4¾	428.4	45.9	100-2600	H	C	N	2¾	13 1/16	7	PC	No	Str	V	R-Bo	D-R	37
38	Lange..............T	5775	148	188	26000	9200	P 40x8	DP40x8	Her YXC2	6-4½x4¾	453	48.6	99-2200	L	G	C	3	15	7	PC	Pe	Str	M	A-L	A-L	38
39	Maccar.............86	5000	177	209	22900	8200	S 36x6	DS36x6	Bud BA6	6-4⅛x5⅛	411.0	40.8	75-2200	L	G	C	2½	....	4	PC	Pe	Str	V	R.Bo	D-R	39
40	Maccar...........86A	5950	170	216	25000	9500	B 10.50/20	B10.50/20	Her YXC3	6-4⅝x4¾	479.8	51.3	106-2400	L	G	C	3	....	7	PC	Pe	Str	P	D-R	D-R	40
41	Maccar............G1	....	186	204	......	8975	S 36x6	DS40x6	Wis RBU	4-5x6	471.2	40.0	64-1600	L	G	C	2¼	....	3	PC	Pe	Str	V	Eis	D-R	41
42	Mack BC............	5500	154	190	......	......	P 36x8	DP36x8	Own BC	6-4x5½	414.7	38.4	103-2600	L	G	C	3	12 1/16	7	FP	Ha	Str	V	R-Bo	N-E	42
43	Mack BJ............	6150	169	240	......	......	P 36x8	DP36x8	Own BK	6-4½x5½	525.2	48.6	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	43
44	Mack AK............	5150	162	228	......	......	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	44
45	Mack AK............	5250	162	228	......	......	S 36x5	DS36x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	45
46	Mack AK............	6450	174	240	......	......	B 10.50/22	DB10.50/22	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	R-Bo	46
47	Mack AC............	4950	156	240	......	......	S 36x5	DS40x5	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	G	R-Bo	.....	47
48	Moreland.......EX-7	4325	182	...	19000	6500	B 9.00/20	DB9.00/20	Her WXC2	6-4⅛x4½	360.8	40.8	78-.....	L	G	C	2⅝	....	7	PC	No	Zen	M	A-L	A-L	48
49	Netco..............J	....	140	200	33200	9500	B 40x8	B 40x8	Wau 6SRL	6-4⅜x5⅛	462	45.9	100-2400	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	49
50	Oshkosh.........FHX	6145	146	165	22000	8500	B10.50/20	B10.50/20	Her YXC3	6-4⅝x4¾	478.8	51.3	102-2000	L	G	C	3	15	7	PC	Ha	Str	M	RBo	L-N	50
51	Pierce-Arrow......PY	....	160	200	28000	10700	B10.50/24	DB10.50/20	Own	6-4⅝x4¾	479.	51.3	104-2200	L	G	C	3	14	7	FP	Ha	Zen	M	D-R	D-R	51
52	Relay..........100B	6900	220	...	29200	11200	B 9.75/24	DB9.75/24	Buda GF6	6-4¾x6	638	54.1	126-1850	L	G	C	3	10 1/16	4	PC	Ha	Zen	E	A-L	L-N	52
53	Relay.........100AC	6615	230	...	......	10000	B 9.00/24	DB9.00/24	Con 21R	6-4⅜x4¾	428.4	45.9	100-2200	L	C	C	2¾	12 11/16	7	PC	No	Str	V	A-L	A-L	53
54	Schacht De Luxe...40	....	174	199	......	8000	B 9.75/20	DB9.75/20	Her WXC2	6-4⅛x4½	360.8	40.8	80-2200	L	G	C	2⅝	13¼	7	PC	Mo	Zen	P	A-L	A-L	54
55	Service..........100	5830	175	192	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	55
56	Stewart..........31X	4990	165	235	......	8400	S 36x6	DS36x6	Wau 6SRL	6-4⅜x5⅛	462	45.9	100 2000	L	G	C	3	12⅞	7	PS	.....	Str	V	D-R	D-R	56
57	Walter...........FHS	7600	Op	136	26000	9000	B 9.75/24	DB9.75/24	Own 6	6-4½x5¾	549	48.6	100-1800	L	G	C	3½	10⅜	4	PC	On	Zen	V	R- Bo	D-R	57
58	Ward La France.50C	....	Op	Op	24000	9600	S 36x6	DS40x7	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	11⅞	7	FP	Wa	Str	P	D-R	D-R	58
59	Ward La France..5B6	....	Op	Op	24000	9800	S 36x6	DS40x7	Wau AB	6-4½x5¾	548.7	48.6	100-1800	L	G	C	3½	11⅜	4	FP	Wa	Str	P	R.Bo	D-R	59
60	White.............52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	60
61	White.............55	4765	174	215	......	8737	S 36x6°	DS40x6	Own GRB	4-4¼x5¾	326.3	28.9	56-1800	L	G	S	2¼	11¾	3	FP	On	Zen	V	.....	L-N 1	61
62	White 64....3½ to 5T	6300	180	215	23000	9150	P 36x8	DP36x8	Own 1AB	6-4⅜x5¾	519	45.9	96-1800	H	C	S	3	15 21/32	7	FP	On	Zen	E	L-N	L-N	62
63	Witt-Will..........R5	5300	159	...	24000	9000	P 38x9	DP38x9	Con 20R	6-4⅛x4¾	381	40.8	88-2400	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	63
64	World.......DB-115	3895	165	191	2000	6550	P 36x8	DP36x8	Lyc HD	8-3¼x4½	298.6	33.8	115-3300	L	C	C	2⅜	10	5	PC	Ha	Zen	M	A-L	A-L	64
	5½ Ton and More																									
65	Amer. LaFrance..Z6½	5750	Op	Op	......	9600	S 36x7	DS40x7	Own 5R	4-4¾x6	425.2	36.1	50-1200	L	G	C	2⅜	9 1/16	3	PS	On	Zen	V	A-Bo	ABo1	65
66	Amer. LaFrance.U7½	6000	Op	Op	30000	10500	S 36x7	DS40x8	Own 5R	4-4¾x6	425.2	36.1	50-1200	L	G	C	2⅜	9 1/16	3	PS	On	Zen	V	A-Bo	ABo1	66
67	Am.-LaF. Big Ch. 16R	6500	226	Op	30000	10000	P 40x8	DP40x8	Own	6-4½x6	425.2	48.6	50-1200	L	G	C	2⅜	9 1/16	3	FP	Bu	Zen	V	D-R	D-R	67
68	Autocar...F 7½ Ton	6800	173	214	32000	11000	S 36x7°	DS40x8°	Own	6-4½x4¾	453	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	68
69	Brockway.290-7½ Ton	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	69
70	Clinton..120SM-7 Ton	5600	172	Op	27000	9500	S 36x6	S 40x14	Bud BTU	4-5x6½	510.5	40.0	61-1400	L	G	C	2⅝r	12 11/16	3	PC	Bu	Zen	V	Spl	D-R	70
71	Coleman F-200 7½ Ton	....	144	148	32000	13750	P 44x10	DP44x10	Sterling	6-5¼x6	779.3	66.1	177-2200	L	G	A	3	13½	7	FP	St	Sch	P	N-E	N-E	71
72	Commerce.....100 ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2000	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	72
73	Corbitt 5-7 T ..33W6	....	195	230	33200	10000	S 36x6	DS40x6	Con 21R	6-4⅜x4¾	427.5	45.9	112-2400	H	C	C	2¾	13 11/16	7	FP	No	Zen	V	D-R	D-R	73
74	Federal...X8 7½ Ton	5085	162	186	28000	9750	S 36x6	S 40x14	Con B7	4-5x6	471	40.0	61-1350	L	G	C	2⅝	10 11/16	3	FP	Pe	Zen	V	A-Bo	D-R	74
75	Federal.X8R 7½ Ton	5810	162	186	28000	10000	P 40x8	DP40x8	Con 21R	6-4⅜x4¾	427.5	45.9	100-2200	I	C	C	2¾	13 11/16	7	PC	Co	Zen	M	D-R	D-R	75
76	F.W.D. M7 .7½ Ton	8700	165	Op	32250	13000	P 40x10	DP40x10	Wau RB	6-5x5¾	677.	60.	127-2000	L	G	C	3½	11⅜	4	PC	Wa	Zen	P	N E	N-E	76
77	Freeman.GL 7½ Ton	7200	156	...	......	10000	P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114-2200	L	G	C	3	10 1/16	4	FP	Bu	Str	E	R- Bo	R- Bo	77
78	Freeman .....GL 186	7400	186	...	......	......	P 38x9	DP38x9	Bud GL 6	6-4½x6	572.5	48.6	114-2200	L	G	C	3	10 1/16	4	FP	Bu	Str	E	R- Bo	R- Bo	78
79	Freeman. BAS-156 5-T	6650	156	...	......	8650	P 38x9	DP38x9	Bud BA6	6-4⅛x5⅛	411	40.8	83-2000	L	G	C	2½	9⅞	4	PC	Bu	Str	E	R- Bo	R- Bo	79
80	Freeman BAS186 5½-7	6750	186	...	......	8900	P 38x9	DP38x9	Bud BA6	6-4⅛x5⅛	411	40.8	83-2000	L	G	C	2⅝	9⅞	4	PC	Bu	Str	E	R-Bo	R- Bo	80
81	Garford.........100ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	411	40.8	83-2100	L	G	C	2½	9⅞	4	PC	Bu	Zen	V	A-L	A-L	81
82	(X)Gen. Mot.....T51	2625	155	200	19000	6250	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 21/32	4	PC	Ha	Mor	M	D-R	D-R	82
83	(X)Gen. Mot.....T55	2750	155	200	19000	6300	B 9.00/20	DB9.00/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 21/32	4	PC	Ha	Mor	M	D-R	D-R	83
84	(X)Gen.Mot.T60 5-6½	3230	154	200	22000	7065	B 9.00/20	DB9.75/20	Buick	6-3¾x5	331.4	33.7	94-2500	H	G	C	2½	8 21/32	4	PC	Ha	Mar	M	D-R	D-R	84
85	(X)Gen.Mot.T615-6½	3525	154	200	22000	7015	P 36x8	DP36x8	Own 331	6-x3¾5½	331.4	33.7	94-2500	H	G	A	2½	8 21/32	4	PC	Ha	Mor	M	D-R	D-R	85
86	(X)Gen.Mot.T82..5-7	3970	155	201	24000	7735	B 9.75/20	DB9.75/20	OwnOwn331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8 21/32	4	PC	Ha	Str	M	D-R	D-R	86
87	(X)Gen. Mot. T85 5-7	5600	171	204	26000	9350	B 9.75/20	DB9.75/20	Own 468	6-4¼x5½	468	43.3	115-2200	H	G	A	2¾	14 21/32	7	FP	Ha	Str	M	D-R	D-R	87
88	Gramm.............60	....	153	200	20700	8700	S 36x6	S 36x14	Lyc TS	6-3⅞x5	353.8	36.1	85-2200	L	G	A	2¾	10	4	FP	Ha	Zen	M	A-L	A-L	88
89	Gramm.............60	....	153	200	20700	8700	S 36x6	S 36x14	Her G	4-4¾x5¾	407.6	36.1	63-.....	L	G	C	3	....	3	PC	Pe	Zen	V	A-L	A-L	89
90	Hahn-Selden...77 5-7	....	...	...	27800	......	......	......	......	......	611.4		127-2300	..	C	A	3		7	......	......	......	...	......	......	90
91	Indiana...290 7½ Ton	....	182	212	30000	10750	P 38x7	S 40x14	Con	6-4¾x5¾	611.4	54.2	116-1800	L	C	C	3	13 11/16	7	FP	Pe	Str	E	L-N	L-N	91
92	LaFran.-Republic. 35-2	....	174	198	24000	9250	P 38x9	DP38x9	Wau 6AB	6-4½x5¾	549.0	48.6	98-1850	L	G	C	3½	11⅛	4	PC	Wa	Zen	V	A-L	A-L	92
93	Mack AC............	5500	156	240	......	......	S 36x6	DS40x6	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	G	R-B o	.....	93
94	Mack AC............	6550	174	240	......	......	B10.50/24	DB10.50/24	Own BK	6-4½x5½	525.5	48.6	126-2200	L	G	S	3½	10½	4	PS	Own	Str	V	R-Bo	N-E	94
95	Mack AC............	6000	156	240	......	......	S 36x7	DS40x7	Own AC	4-5x6	471.2	40.0	77-1800	L	G	S	3	10½	3	PS	Own	Str	G	R-Bo	.....	95
96	Mack AP............	9500	191	191	......	......	S 36x7	DS40x8	Own AP	6-5x6	706.5	60.	150-2000	L	G	S	3 1/16	11 1/16	4	PS	On	Str	V	R-Bo	NE	96
97	Moreland H7	5200	196	...	22000	8000	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	..	C	3	15	7	PC	No	Zen	M	A-L	A-L	97
98	Pierce-Arrow.......PZ	....	168	204	34000	12800	S 36x7	DS40x8	Own	6-4¾x5¾	611	54.1	130-2000	L	G	A	3½	16⅝	7	FP	Ha	Zen	M	D-R	D-R	98
99	Schacht.....65 6 Ton	....	160	198	......	9000	S 36x5	S36x12	Wau SRL	6-4⅜x5⅛	462	45.9	88-2000	L	G	B	3	....	7	PC	Mo	Zen	G	L-N	L-N	99
100	Schacht...70 7½ Ton	....	168	200	......	10500	S 36x7	DS 40x8	Wau SRL	6-4⅜x5⅛	462	45.9	88-2000	L	G	B	3..	....	7	FP	Mo	Zen	G	A-Bo	No	100
101	Service.........100ZB	5830	175	...	......	9600	S 36x6	S 40x14	Bud BA6	6-4⅛x5⅛	410.9	40.8	83-2100	L	G	C	2½	9⅞	4	PC	No	Zen	V	A-L	A-L	101
102	Standard...........5-7	....	165	180	......	8700	S 36x6	S 40x14	Con B5	4-4¾x6	425.3	36.1	....	L	G	C	2⅜	....	3	FP	Si	Str	V	Eis	ABo1	102
103	Ster..EW 23-64.5½-7	....	174	192	23000	7930	S 36x5	S 40x10	Wau 6KS	6-4x4¾	358	38.4	71-2000	L	G	C	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	103
104	Ster.. DC 23-64.5½-7	....	166	180	23000	8400	S 36x5	S 36x12	Wau 6KS	6-4x4¾	358	38.4	71-2000	L	G	C	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	104
105	Sterling DW20-64 5-6	....	...	...	20000	......	......	......	Wau 6SRL	6-4⅜x5⅛	462	46.0	88-2000	L	G	A	3	13⅞	7	CC	.....	.....	...	.....	.....	105
106	Sterling EW27-64 7-8½	....	174	192	27000	9765	S 36x6	S 40x4	Wau 6SRL	6-4⅜x5⅛	462	46.0	88-2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	106
107	Sterling DC26-64 7-8½	....	166	180	26000	7730	S 36x5	S40x12	Wau 6SRL	6-4⅜x5⅛	462	46.0	88-2000	L	G	A	3	13⅞	7	FP	Wa	Zen	V	.....	L-N	107
108	Sterling DC27-64 7-8½	....	174	188	27000	7825	S 36x6	S40x12	Wau 6HB	6-4¼x5¾	489	43.3	90-1900	L	G	C	3½	11⅜	4	FP	Wa	Zen	V	.....	L-N	108
109	Sterl'g EC29-66 8½-10	....	182	200	29000	10380	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	549	48.6	98-1850	L	G	C	3½	11⅜	4	FP	Wa	Zen	V	.....	L-N	109
110	Sterling EC35-66 10-12	....	182	200	35000	10930	S 36x6	S 40x14	Wau 6AB	6-4½x5¾	549	48.6	98-1850	L	G	C	3½	11⅜	4	FP	Wa	Zen	V	.....	L-N	110
111	Stewart. 27X 6-7 Ton	5700	165	235	26677	9927	P 36x7	P 40x7	Wau 6SRL	6-4⅜x5⅛	462	45.9	100-2000	L	G	C	3	12⅞	7	FP	Wa	Str	V	D-R	D-R	111
112	Walter...FHRS 7½T.	8000	Op	136	31000	10000	B10.50/24	DB10.5/24	Own 6	6-4½x5¾	549	48.6	100-1800	L	G	C	3½	10⅜	4	PC	On	Zen	V	R-Bo	D-R	112
113	Ward La France 50D-7	5700	Op	Op	28000	9900	P 40x8	DP40x8	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	113
114	Ward La France 70C-7	5550	Op	Op	28000	10500	S 36x7	DS40x8	Wau SRL	6-4⅜x5⅛	462	45.9	97-2000	L	G	C	3	13⅞	7	FP	Wa	Str	P	D-R	D-R	114
115	Ward La Fra. 7B6-7½	6300	Op	Op	28000	10500	S 36x7	DS40x8	Wau AB	6-4½x5¾	540	48.6	100-1800	L	L	G	3½	11⅜	4	FP	Wa	Str	P	R-Bo	D-R	115
116	White.............52	5100	174	215	28000	9409	S 36x6	S 40x12	Own GRB	4-4¼x5¾	326.3	28.9	54-1600	L	G	S	2¼	11¾	3	FP	On	Zen	V	Eis	.....	116
117	White............59A	6000	155	244	28000	9775	P 40x8	S 40x14	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	12⅛	7	FP	On	Zen	M	D-R	D-R	117
118	Witt-Will........R55	5700	159	...	27000	9500	P 38x9	DP38x9	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13 1/16	7	FP	No	Zen	M	D-R	D-R	118

Line Number	Radiator Make	Clutch: Type and Make	Gear Set: Make and Model	Gear Set: Location	Gear Set: No. of Forward Speeds	Gear Set: Aux. Locat. and Speeds	Universals: Make and No.	Rear Axle: Make and Model	Rear Axle: Final Drive and Type	Rear Axle: Drive and Torque	Rear Axle: Gear Ratios: Reduc. in High	Rear Axle: Gear Ratios: Reduc. in Low	Front Axle: Make and Model	Brakes: Service	Brakes: Area Service Brakes	Brakes: Hand	Steering Gear Make	Frame: Dim. Side Rail	Frame: Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type	Line Number
																						5	Ton–Con'	d		
1	Per	D.B-L	B-L 55-7	A	7	....	Spi	Tim66720DH	W	R	9.0	85.5	Tim 26450H	L4IH	864	....	Ros	9x3½x1¼	..	221	133	34	40x3	56x4		1
2	Own	dp.Lon	Own B	A	4	Op	Spi	Own C	2F	H	8.46	61.7	Own CL	O2IM	516	TD	Ros	9x3x¼	C	158⅛	88½	34½	42½x3	54⅛x4	½	2
3	Own	dp.Lon	Own T	U	12	A	Spi	Own TF	2F	H	7.10	101	Tim 26450	LO4ID	602	TD	Ros	9x3x¼	C	175⅛	103	34½	42½x3	54⅝x4	½	3
4	You	D.B-L	B-L 70	A	7	No	Blo	Tim 66704W	WF	R	9½	90.0	Shu 638	B4IA	....	FD	Ros	8x2⅝x¼	P	Opt	Opt	36	42x3	52x3½	½	4
5	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT4IVH	664	CD	Ros	8x3x⅛	P	162	99	36	40x3	54x4	½	5
6	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702DHP	WF	R	8.80	47.1	Tim 17300	T2IH	288	RI	Ros	10x3¼x1½	T	Opt	Opt	38	43½x3	55½x4	N	6
7	Own	D.B-L	B-L 60 Max	A	7	No	Blo	T' 68702DHP	WF	R	8.80	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x1½	T	Opt	Opt	38	43½x3	55½x4	N	7
8	R-T	D.Ful	Ful R U16	U	8	A 2	Spi	Wis 122	2F	H	8.54	140	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	½	8
9	Per	D.Ful	Ful H U 16	U	8	A 2	Spi	Wis 122	2F	H	8.54	175	Wis 122F	W2/4IM	...	TD	Ros	14x2⅝x1¼	C	168	105	30	48x3½	52x3½	C	9
10	Lon	D.Own	B-L 60 Max	A	7	....	Spi	Tim 68700DP	WF	..	10.1	95.0	Tim 16302				Ros			144	94½	..	....	....		10
11	Per	D.B-L	B-L 60	A	7	....	Spi	Tim66704DH	WF	H	Opt	Opt	Tim 26450H	T2IMV	695	2I	Ros	8x2½x¼	T	162	109	34	46x3	60x3½	½	11
12	Per	D.B-L	B-L 60	A	4	No	Spi 4	Tim 66702H	WF	R	9.50	50.8	Tim 26450H	L4IHV	520	TD	Ros	10x3¾x⅛	C	132¾	78¾	37	48x3	60x3½	½	12
13	Own	D.Ful	Ful HU18	U	4	....	Blo 5	Wis 1458	2F	R	9.12	57	Shu 615	W2IMV	503	CX	Ros	10x2⅝x⅛	T	216	130	36	45x3	54x4	½	13
14	Own	D.Ful	Ful HU18	U	4	....	Blo 5	Wis 1567	2F	R	10.3	64.4	Shu 650	W2IM	538	CX	Ros	10x2⅝x⅛	T	156	108	36	48x3	54x4	½	14
15	Mod	D.B-L	B-L 70	..	7	No	Cle	Tim 68700	WF	R	Opt	Opt	Shu	T2IA	....	....	Ros	9½x3½x½	C	....	....	38½	42x3	56x4	N	15
16	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704HP	WF	R	7.6	72.2	Own	L4IHV	894	RI	Ros	7⅛x3½x⅛	C	180	107⅛	34	42x2½	54x3	½	16
17	Lon	P.B&B	B-L 55	A	7	No	P-S 4	T' 66704WP	WF	R	7.6	72.2	Own	T4IA	921	RI	Ros	7⅛x3½x⅛	P	180	107⅛	34	42x2½	54x3	½	17
18	Lon	D.B-L	B-L 60	A	7	No	Blo 4	Tim 66702W	WF	R	8.75	83.2	Tim16700TW	WS4I	920	TD	Ros	8x2½x⅛	P	200¾	124¾	38	46x3	54x3	½	18
19	Lon	D.Ful	Ful H U 16	U	8	....	Cle	Own	IF	..	8.53	155	Own	....	....	....	Woh	....	....	112	84½	..	....	....	....	19
20	Lon	D.Ful	Ful H U 16	U	8	....	.....	Own	I	..	8.53	155	Own	....	....	....	Woh	....	....	174	114½	..	....	....	....	20
21	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	10.0	207.2	Wis	B4IMV	528	T4	Ros	8x3 ¼	C	153½	110½	34	48 3½	52x4	N	21
22	Lon	D.Own	Mun	U	4	No	Pet	Eat 1718	8F	R	6.57	40.6	Eat 527F	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	22
23	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302				Ros			144	94½	..	....	....		23
24	Lon	D.Own	Mun	U	4	No	Pet	Tim 65720	WF	R	8.50	52.5	Eat 527F	B4IMV	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	..	24
25	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	WF	R	8.50	52.5	Eat 527E	B4IM	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	..	25
26	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	WF	R	10.2	143	Eat 527E	B4IM	793	TD	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	..	26
27	Lon	D.	Ful	U	4	No	Pet	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x⅛	P	137	82	34⅛	50x3½	54x3	..	27
28	Per	D.Ful	Ful H U 16	U	4	No	Blo	Wi' 12527KW	2F	H	4.00	25.2	Tim 1660	4IA	....	TD	Ros	8¾x3¼x¼	C	198½	141½	41½	44x3	60x4	½	28
29	Own	D.Ful	Ful H	A	8	....	Blo	Wis 1700	2F	..	7.33	82.0	Wis 30	OPM	....	2I	Ros	....	....	138	83¾	36	46x3	58x3½	½	29
30	Own	D.Ful	Ful H	A	8	A	Blo 4	Wis 1700	2F	H	7.33	82.0	Wis 30	OPM	....	2I	Ros	....	....	138	83¾	36	46x3	58x3½	½	30
31	You	D.B-L	B-L 60	A	7	No	Blo	Tim66720DH	WF	H	9.00	85.5	Tim 16710H	LT4IH V	690	TD	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	31
32	Chi	D.B-L	B-L 55	A	7	A	Blo	Wis 1517H	2F	H	....	....	Tim 16710 H	4IHV	....	TD	Ros	7½x3x¼	C	134	82¼	34	42x2½	62x3½	½	32
33	You	P.B-L	B-L 55	A	7	A	Blo 4	Wisc 12527	2F	H	8.6	82.0	Shu 678	W4IA	....	TD	Ros	7x3½x¼	P	110	....	34	40x2½	56x3½	½	33
34	Lon	D.B-L	B-L	U	4	No	Spi 3	Tim	WF	R	8.75	63.7	Shu	LT4IHV	664	CD	Ros	8x3x⅛	P	162	99	36	40x3	54x4	½	34
35	Own	P.Own	Own	U	5	No	Own	Own	CD	R	10.1	90.5	Eat 74C	BO4IM	736	4I	Own	8x3x¼	T	120	82⅞	34	44x3	54x4	½	35
36	Own	P.Own	Own	U	5	No	Own	Own 1300	2F	H	7.85	70.5	Own 500	BE41M	794	2I	Own	8x3x¼	T	120	81⅞	34	44x3	58x4	½	36
37	Own	D.B-L	B-L	A	7	Spi	Spi 6	Tim 66702D	W	R	8.50	91.8	Tim 16302	OPV	690	FD	Ros	8x3½x⅛	C	192	130	38	44x2½	52x3	½	37
38	Mod	D.B-L	B-L 60 Max	A	7	No	Spi 6	Wis 1700	2F	R	10.0	96.0	Tim 16300	W2IM	802	TD	Ros	8x3x⅛	P	154½	99½	37	49x3	56x4	½	38
39	Bus	D.B-L	B-L 55	A	4	....	Spi	Tim 66702D	WF	..	9.66	51.7	Tim 16302				Ros			148	92½	..	....	....	½	39
40	Per	B-L	B-L 60	A	7	....	Spi	Tim66720W	WF	R	7.8	74.1	Tim26450W	Ws4IA	....	TD	Ros	9x3x¼	P	....	....	33	42x3	58½x3	½	40
41	Own	Own	B-L 55	A	4	....	Spi	Tim 66702D	WF	..	10.2	54.8	Tim 17300				Ros			180	101⅛	..	....	....	½	41
42	Own	P.Own	Own BC	U	4	No	Spi 2	Own BC	CD	R	7.17	46.1	Own BC	O4IV	590	FD	Own	8½x3x⅛	T	120	73	33½	42½x3	54x3	½	42
43	Own	P.Own	Own A-L	A	4	No	Spi 5	Own AK	2F	H	4.25	22.4	Own AK	O4IV	567	FD	Own	8½x2½x⅛	T	144	80	33½	48x3½	56 ⅛x3½	½	43
44	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	5.99	38.5	Own AK	O4IV	492	JX	Own	8½x2¾x¼	C	132	93 ⅛	37½	48x3½	52x4	..	44
45	Own	P.Own	Own A-K	A	4	No	Spi 3	Own AK	2F	H	5.14	41.1	Own AK	O4IV	492	FX	Own	8½x2¾x¼	C	132	93 ⅛	37½	48x3½	56x4	..	45
46	Own	P.Own	Own AC	A	4	No	Spi	Own AK	2F	H	6.27	40.2	Own AK	O4IV	492	FD	Han	8½x2¾x¼	C	132	....	37½	48 ⅛x3½	56 ⅛x4	..	46
47	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	T	132	92	37½	46x3½	52x4	½	47
48	Lon	P.B-L	B-L 51	U	12	A 4	Det	Tim 65706 H	WF	R	7.75	85.4	Tim 16710 H	L4IHV	429	TI	Ros	9⅛x3½x5	C	156	99	34	39½x2½	54x3	½	48
49	Mod	D.B-L.	B-L 60	..	..	No	Pet 4	Tim 68700	WF	R	....	9.25	Tim 17300	2M	615	ID	Ros	9x3¼	..	132	96	..	40x3	50x4	..	49
50	Mod	D.B-L	B-L 70-7	A	7	No	Blo 5	Own	2F	H	9.8	90.2	Own	OPM	....	2I	Ros	....	....	132	96	..	40x3	50x4	..	50
51	Lon	P.Lon	Cov	A	4	No	Cle	Own	WF	A	10	53	Tim	W4IA	701	TD	Han	9½x2½x⅛	C	132⅞	78¾	34	41x3	56x4	½	51
52	Mod	P.B-L	B-L 714	U	4	No	Blo	Own	2R	7.	04	49.7	Tim 27450	L4IH	480	FX	Han	8½x3½x⅛	C	192	134	34	42x3	56x4	½	52
53	Lon	D.Ful	Ful VU	A	5	No	Blo	Own	2R	..	7.88	58.5	Tim 1660W	4IA	447	FX	....	8½x3½x⅛	P	216	148	34	42x3	60x4	½	53
54	You	D.Ful	Ful MG U	U	4	Op	Spi	Own	2F	R	8.00	52.0	Shu 5572	L4IHV	893	TD	Ros	8x3x¼	P	Opt	Opt	31½	40x2½	50x3	½	54
55	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302				Ros			144	94½	..	....	....		55
56	Mod	D.Ful	Ful	A	8	U	Spi3	Tim	WF	R	10.5	15.1	Sal	B4IMV	....	TX	Ros	9½x2¾x⅛	C	136¼	79½	32	40x3	56x4	½	56
57	Own	Own	Own	U	5	No	Own	Own	2D	H	8.50	85.0	Own	O4IM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	57
58	Own	P.B-L	B-L	A	7	....	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	....	TX	Ros	8x3½x⅛	..	Opt	Opt	37	44x3	56x3½	½	58
59	Own	P.B-L	B-L	A	7	....	Spi	Tim	WF	R	Opt	Opt	Tim	T2IMV	....	TX	Ros	8x3½x⅛	..	Opt	Opt	37	44x3	56x3½	½	59
60	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	N	60
61	Own	P.Own	Own 4B	U	4	Op	Spi	Own	2F	R	10.1	66.1	Own	OPM	349	2X	Own	8x	I	166½	105½	42½	44x3	51⅞x5	N	61
62	Own	dp.Own	Own 7B	A	4	No	Spi 4	Own 2 C	2F	R	7.16	46.9	Own 9D	O2IA	283	FI	Ros	8½x3⅛x⅛	C	156¾	91¾	34⅛	42x3	56x3½	..	62
63	Per	D.B-L	B-L 55	A	4	A7	Spi	Tim66704DH	WF	R	9.0	98.2	Tim 16700H	L4IHV	690	TD	Ros	8x3x¼	C	Var	76	36	....	....		63
64	Mod	P.Lon	Ful MGU	U	4	No	Spi 3	Tim 65706D	WF	R	8.5	55.2	Shu 5572	L4IHV	768	TD	Ros	8x3x¼	T	Opt	Opt	33½	40x3	56x3	½	64
																						5½	Ton	and More		
65	Own	D.Own	Own 5R	A	4	....	Own	Own 5R	WF	..	10.0	54.4	Own 5R							Opt	Opt					65
66	Bus	D.Own	Own 5R	A	4	No	Own	Own 5R	WF	T	11.7	63.5	Own 5R	O2M	....	2X	....	....	....	....	....	....	....	....	....	66
67	G&O	P.B-L	Own	A	4	No	Own	Own 16R	2F	T	6.13	33.0	Own 16R	OPM	....	2X	Own	8x3x⅛	C	Opt	Opt	36	45x3	56x4	N	67
68	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 68720	W	H	10.0	94.0	Tim 27450	LT4DV	674	TD	Ros	10½x3x⅛	T	209	139	36	45x3	56x4	½	68
69	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅛	T	159⅛	88¾	34¼	42½x3	54⅜x4	½	69
70	Own	D.B-L	B-L 60	A	4	No	Blo	T' 68702Dhp	WF	R	8.8	83.6	Tim 17300	T2IH	288	RI	Ros	10x3¼x1¼	T	Opt	Opt	38	43½x3	55½x4	N	70
71	Per	B-L	B-L 714	U	8	A 2	Spi	Wis HD	2D	H	8.8	180	Wis HD	O2/4IA	....	TD	Ros	16x3x1¼	C	Opt	Opt	34	48x4	52x4	..	71
72	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302				Ros			144	94½	..	....	....		72
73	Per	D.B-L	B-L 60 Max	A	7	....	Spi	Tim 68700D	WF	..	Opt.	Opt	Tim 2745W	T4IA	603	2I	Ros	8x3x⅛	T	162	109	34	46x3	56x4	½	73
74	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68700DP	WF	R	11.7	111	Own	T2IMV	603	RI	Gem	9½x3½x½	C	151	87⅛	38	44x3	56x3½	½	74
75	Lon	P.B&B	B-L 60	A	7	No	P-S 4	Tim 68702DP	WF	R	11.7	111	Own	T2IMV	462	RI	Gem	9½x3½x½	C	151	87⅛	38	44x3	56x3½	½	75
76	Per	D.B-L	B-L 714	U	8	Op	Blo	Wis	2F	H	8.36	173.0	Wis	B4IMV	528	T4	Ros	10x3x½	C	153½	110½	34	48x3½	52x4	N	76
77	Lon	D.Ful	Ful H U 16	U	8	....	BC	Own	IF	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x⅛	C	117	78½	32	54x3	52x4	½	77
78	Lon	D.Ful	Ful H U 16	U	8	....	BC	Own	IF	R	8.53	155	Own	O4FXM	336	TX	Woh	8x3x⅛	C	177	111	32	54x3	52x4	½	78
79	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x⅛	C	112	84½	32	54x3	52x4	½	79
80	Lon	D.Ful	Ful H U 16	U	4	A	BC	Own	I	R	8.53	155	Own	O4FXM	336	TX	Woh	7x3½x⅛	C	174	114½	32	54x3	52x4	½	80
81	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Tim 68700DP	WF	..	10.1	95.0	Tim 16302				Ros			144	94½	..	....	....		81
82	Lon	D.Own	Mun	U	4	No	Pet	Eat 1718	8F	R	6.57	40.6	Eat 527F	B4IM.	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	82
83	Lon	D.Own	Mun	U	4	No	Pet	Eat T45R	2F	R	8.05	50.8	Eat 527F	B4IM	574	TX	Jac	9x3½x⅛	P	125	70	34⅛	40x3	50x3	½	83
84	Lon	D.Own	Mun	U	4	No	Spi	Tim 65706	WF	R	8.5	52.5	Eat 527F	B4IM	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	84
85	Lon	D.Own	Mun	U	4	No	Pet	Tim 65720	WF	R	8.50	52.5	Eat 527F	B4IMV	685	TX	Jac	9x3½x⅛	P	125	69¼	34⅛	40x3	54x3	½	85
86	Lon	D.Own	Mun	U	12	A	Pet	Tim 66704	WF	R	10.2	143	Eat 527F	B4IM	793	TD	Jac	9x3½x⅛	P	125	70	34⅛	40x3	54x3	½	86
87	Lon	D.	Ful	U	4	No	Pet	Tim 76730	2F	R	8.50	53.3	Tim 36000	B4IMV	865	TX	Jac	9x4x⅛	P	137	82	34½	50x3½	54x3	..	87
88	Own	D.Ful	Ful H	A	8	A	Blo4	Wis 1700	2F	H	7.33	82.0	Wis 30	OPM	....	2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	88
89	Own	D.Ful	Ful H	A	8	....	Blo 4	Wis 1700	2F	..	7.33	82.0	Wis 30	OPM	....	2I	Ros	7½x3x¼	C	138	83¾	36	46x3	58x3½	½	89
90	....	....	....	....	....	A	Blo	....	....	R	....	....	....	4IMV	....	TD	....	9x3¼x¼	..	....	....	37½	42x3	60x4	½	90
91	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	WF	R	10.0	95.0	Shu	T4IA	676	TD	Ros	8x3x⅛	P	162	99	36	40x3	54x4	½	91
92	Own	D.Ful	Ful HU	U	4	No	Spi 3	Wis 1567-H	2F	R	7.2	45.4	Tim 26450-H	L4IHV	....	FD	Han	9½x3½x⅛	C	128½	81¼	36⅛	44x3	60x3½	½	92
93	Own	P.Own	Own AC	J	4	No	Spi 2	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	C	132	92	37½	46x3½	52x4	½	93
94	Own	P.Own	Own AC	A	4	No	Spi	Own AC	CD	R	6.46	41.5	Own AK	O4IV	492	JX	Han	8x3x⅛	C	132	....	37½	48x3½	52x4	..	94
95	Own	P.Own	Own AC	J	4	No	Spi	Own AC	CD	R	6.46	41.5	Own AC	OJXM	194	2I	Own	8x3x⅛	C	132	92	37½	46x3½	52x4	..	95
96	Own	P.Own	Own AP	J	4	No	Spi 2	Own AP	CD	R	6.46	41.5	Own AC	O2IV	287	JX	Own	8x3x⅛	C	180	108¾	37½	46x3½	52x4	..	96
97	Lon	P.B-L	B-L 55	U	12	A4	Cle	Tim66704WP	WF	R	9.00	99.2	Tim 16710 H	L4IHV	....	TI	Ros	9½x3⅛x⅛	C	168	113	34	39½x2½	56x3½	½	97
98	Lon	P.Lon	Own	A	4	No	Cle	Own	WF	A	11.7	61	Tim	W4IA	702	ID	Han	10x3x⅛	C	139	84½	38½	41x3	56x5	½	98
99	Own	D.B-L	B-L 60	A	7	A	Spi	Own..	2F	R	10.3	65.0	Own	L4IHV	628	TX	Own	8x2½x⅛	C	152	95⅛	35½	42x3	60x3½	½	99
100	Own	D.B-L	B-L 70	A	7	A	Spi	Own	WF	R	14.0	88.2	Own	O2IMV	628	TX	Ros	9x2½x⅛	C	152	82⅛	35½	42x3	50x3	½	100
101	Lon	D.Own	B-L 60 Max	A	7	....	Blo	Ti 68700DP	WF	..	10.1	95.0	Tim 16302				Ros			144	94½	..	....	....		101
102	Lon	D.B-L	B-L 60	A	7	....	Spi	Ti 68700SP	WF	..	6.86	83.6	Tim 17300				Ros			144	93⅛	..	....	....		102
103	....	....	....	....	....	....	Spi	....	....	R	....	....	....	L4IHV	647	TX	....	7x2x¼	C	....	....	34	48x3	54x3	½	103
104	Hen	D.B-L	B-L 60	A	4	Op	Spi	Tim 68700	WF	R	10.0	53.5	Tim 16300	T2IM	290	2I	Han	9x2x¼	C	158	97	38	48x3	60x4	..	104
105	Hex	D.B-L	B-L 60	A	4	Op	Spi	Tim 66601D	WF	R	9.5	50.8	Tim 16300	T2IM	236	2I	Han	7x2x¼	C	158	97	38	48x3	60x3½	..	105
106	Hex	D.B-L	B-L 55	A	4	Op	Spi	Own	CD	R	....	49.1	Tim 15300	O2IM	500	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	106
107	Hex	D.B-L	B-L 55	U	4	Spi	.....	Own	CD	R	....	49.1	Tim 16300	O2IM	660	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	107
108	Per	D.B-L	B-L 55	U	4	Op	Spi	Own	CD	R	....	49.1	Tim 16300	O2IM	660	JX	Ros	9x2x¼	C	147	86	34	48x3	54x3	½	108
109	Hex	L. H-S	Own	A	6	Op	Spi	Own	CD	R	....	59.8	Tim 17300	O2IMV	660	TX	Han	9x2x¼	C	158	97½	38	48x3	60x4	..	109
110	Hex	O. H-S	Own	A	6	Op	Spi	Own	CD	R	....	59.8	Tim 17300	O2IMV	660	TX	Han	9x2x¼	C	158¼	97¼	38	48x3	60x4	..	110
111	Own	D.Ful	Ful	A	8	US	Spi 3	Tim	WF	R	6.56	93.8	Eat	B4IMV	....	TX	Ros	9½x2¾x⅛	C	136½	76¾	32	40x3	56x4	..	111
112	Own	Own	Own	U	5	No	Own	Own	2D	H	8.5	85.0	Own	O4FXM	600	FX	Ros	13x3x¼	C	126	96	36	52x4	52x4	N	112
113	Own	P.B-L	B-L	A	7	....	Spi	Tim 68702	WF	..	Opt	Opt	Tim	T2IMV	....	TX	Ros	8x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	113
114	Own	P.B-L	B-L	A	7	....	Spi	Tim 68700	WF	..	Opt	Opt	Tim	T2IMV	....	TX	Ros	8x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	114
115	Own	P.B-L	B-L 7	A	7	....	Spi	Tim 68700D	WF	..	....	....	Tim	T2IMV	....	TX	Ros	9x3½x⅛	C	Opt	Opt	37	44x3	56x4	½	115
116	Own	P.Own	OwnGRBA	U	5	A1	Spi 3	Own 52	2F	R	11.7	58.4	Own 52	OPXM	224	2I	Own	8x	I	166	105½	42½	44x3	51⅞x5	N	116
117	Own	dp.Own	Own 4B	U	4	Op	Spi 3	Own 6C2	2F	R	10.1	66.5	Own 5D 6	OPXM	224	RX	Ros	8x	I	97⅛	59⅛	42½	44x3	51⅞x5	N	117
118	Per	D.B-L	B-L 60	A	4	A	Spi	Tim66704DH	WF	R	9.0	48.2	Tim 16700	L4IHV	....	TD	Ros	8x3x¼	C	....	76	36	....	....	..	118

Line Number	Make, Model and Capacity	General: Chassis Price	Standard W.B.	Max. W.B. Furnished	Gross Vehicle Wt. (See Key Note)	Chassis Wt. (Stripped)	Tire Size: Front	Tire Size: Rear	Engine: Make and Model	Number of Cylinders Bore and Stroke	Piston Displacement	N.A.C.C. Rated H.P.	Max. Brake H.P. at Specified R.P.M.	Valve Arrangement	Camshaft Drive	Piston Material	Dia. Main Bearings	Length Main Bearings	No. Main Bearings	Oiling System	Governor Make	Fuel System: Carburetor Make	Fuel Feed	Electrical System: Ignition System Make	Generator, Starter Make	Line Number
	Six-Wheelers																									
1	Autocar .....CG 5T	8250	196	...	30000	12500	P 36x8	DP36x8	Own	6-4½x4¾	453.0	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	1
2	Autocar.....G 10T	9000	171	238	36000	13000	P 36x8	DP36x8	Own	6-4½x4¾	453.0	48.6	101-2400	L	G	C	3	14½	7	FP	Ha	Str	V	D-R	L-N	2
3	Brockway.....640	....	212	224	40000	14000	P 38x7	S 36x10	Con	6-4⅝x5⅝	611.4	54.2	116-1800	L	C	C	3	13⅜	7	FP	Pe	Str	E	L-N	L-N	3
4	Chicago.....1-56-D	....	174	222	35740	12740	B 9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	462	45.9	97-2000	L	G	A	3	13⅞	7	FP	Wa	Zen	M	A-L	A-L	4
5	Day Elder 285 8 Ton	6000	164	204	28500	12000	B 8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	5
6	Day Elder 345 10 Ton	7500	164	204	34500	12500	B9.00/20	DB9.00/20	Con 21R	6-4⅜x4¾	427.5	45.9	100-2600	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	6
7	Day Elder 402 12 Ton	9000	164	204	40200	14000	B9.75/20	DB9.75/20	Con 16-H	6-4¾x5¾	611.4	54.2	127-2300	L	G	A	3	13⅜	7	FP	Co	Zen	M	D-R	D-R	7
8	Diamond T....801 4T	4140	189	219	21000	8300	P 36x8	P 36x8	Her YXC	6-4⅜x4¾	428.4	45.9	94-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	8
9	Diamond T ..1200 6T	5600	180	210	28000	11000	P 34x7	DP34x7	Her YXC-2	6-4½x4¾	453.3	48.6	99-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	9
10	Diamond T ...1601 8T	7500	184	224	36000	12500	P 36x8	DP36x8	Wau 6RB	6-5x5¾	677.4	60.0	126-1800	L	G	C	3½	13⅞	4	PC	Wa	Zen	M	Bos	A-L	10
11	Diamond T...1600 8T	6220	175	210	36000	11700	P 36x8	DP36x8	Her YXC3	6-4½x4¾	479.0	51.3	106-2200	L	G	C	3	15	7	PC	Ha	Zen	M	A-L	A-L	11
12	Douglas.....F66 5T	7900	210	Op	36000	10000	P 36x8	DP36x8	Bud GL6	6-4½x6	572.5	48.6	114-1900	L	G	C	3	10⅛	4	PC	Bu	Zen	E	L-N	L-N	12
13	Fageol.....4-66 4T	....	....	....	22500	.....	.....	.....	.....	4-4⅜x5½	462.0	45.9	89-2200	L	G	A	3	13⅞	7	.....	.....	.....	.....	.....	.....	13
14	Fageol.....6-66 6T	6900	195	220	26500	11280	P 36x6	DP36x6	Wau 8RL	6-4⅜x5½	46.20	45.9	89-2200	L	G	A	3	13⅞	7	PC	Wa	Zen	V	D-R	D-R	14
15	Fageol.....10-66A	8850	230	...	36200	12870	P 36x6	DP36x6	Wau AB	6-4½x5¾	549.0	48.6	100-2000	L	G	A	3½	11⅝	4	PC	Wa	Zen	V	D-R	D-R	15
16	Fageol.....10-66C	9100	232	...	36200	13700	P 36x6	DP36x6	Wau AB	6-4½x5¾	549.0	48.6	100-2000	L	G	A	3½	11⅝	4	PC	Wa	Zen	M	D-R	D-R	16
17	Federal..DSW-2½-3T	....	140	164	11000	3800	B 6.00/20	P 32x6	Con W10	4-3⅞x4¼	200.5	24.0	48-2500	L	C	A	2½	5½	3	PC	Mo	Zen	M	D-R	D-R	17
18	Federal..E6SW-2½-3T	....	140	169	11000	3915	B 6.00/20	P 32x6	Con 17E	6-3⅜x4	215.5	27.3	60-2600	L	C	A	2½	9⅛	7	PC	KP	Zen	V	D-R	D-R	18
19	Federal.....U6SW-6T	6000	189	201	28000	9850	P 34x7	DP34x7	Con 20R	6-4¼x4¾	380.9	40.8	90-2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	19
20	Federal .U6SWAB-6T	6500	202	201	28000	9900	P 34x7	DP34x7	Con 20R	6-4¼x4¾	380.9	40.8	90-2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	20
21	Federal....4C 6SW-8T	7500	231	231	34000	11500	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	428	45.9	100-2200	I	C	C	2¾	13⅛	7	PC	Co	Zen	M	D-R	D-R	21
22	Fisher-Standard 150-A	....	210	250	36000	13000	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	427.5	45.9	102-2400	H	C	N	2¾	13⅛	7	FP	Co	Zen	V	D-R	D-R	22
23	FWD X6 6T	6400	170	Op	24000	9500	P 36x8	DP36x8	Wau 5RL	6-4⅜x5½	462	45.9	102-2200	L	G	C	3	13⅛	7	PC	Wa	Zen	V	Els	N-E	23
24	(X)Gen. Mt. T90 5 7½	5285	185	220	28000	9400	B 7.50/20	DB7.50/20	Own 331	6-3¾x5	331.4	33.7	94-2500	H	G	A	2½	8⅜	4	PC	Ha	Str	M	D-R	D-R	24
25	(X)Gen. Mot. T95 7½-10.....	7545	189	224	34000	11350	P 34x7	DP34x7	Own 468	6-4¼x5	468	43.3	115-2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	25
26	(X)Gen. Mot. T96 7½-10.....	7195	189	224	34000	11350	P 34x7	DP34x7	Own 468	6-4¼x5	468	43.3	115-2200	H	G	A	2¾	14⅜	7	FP	Ha	Str	M	D-R	D-R	26
27	Hendrickson....MSW	6400	Op	Op	32000	9000	P 38x7	DP38x7	Bud BA-6	6-4½x5	411	40.8	73-2000	L	G	C	2½	9⅛	4	FP	Bu	Zen	M	A-L	A-L	27
28	Hendrickson.....SW	6900	Op	Op	40000	12500	P 40x8	DP40x8	Wau EU	4-5x6¼	.....	.....	.....	L	G	C	2½	.....	4	FF	Wa	Zen	V	A-L	A-L	28
29	Hendrickson....SW-6	7400	Op	Op	40000	13000	P 40x8	DP40x8	Bud GL6	6-4½x6	572.5	48.6	114-2200	L	G	C	3	10⅛	4	FP	Bu	Zen	M	A-L	A-L	29
30	Hug.....C97-5T	....	Op	Op	31765	.....	P 40x8	DP40x8	Bud BA6	6-4⅛x5⅛	411.0	40.8	83-2100	L	G	C	2½	9⅛	4	PC	Bu	Zen	V	R-Bo	D-R	30
31	Hug.....98 8-10 Ton	....	Op	Op	34000	13000	P 40x8	DP40x8	Bud GF6	6-4⅜x6	638.0	54.1	126-1850	L	G	C	3	10⅛	4	PC	Bu	Zen	M	R-Bo	D-R	31
32	Indiana.....640	....	212	224	40000	14000	P 38x7	S 36x12	Con	6-4⅜x5¾	611.4	54.2	116-1800	L	C	C	3	13⅛	7	FP	Pe	Str	E	L-N	L-N	32
33	Kenworth.....345	8600	245	245	34500	12000	B 9.00/20	DB9.00/20	HaS 160	6-4¼x5½	468.0	43.3	105-2000	L	C	A	2¾	10⅜	4	PC	No	Zen	M	D-R	D-R	33
34	Kenworth.....385	....	242	242	40000	13500	B 9.00/20	DB9.00/20	HaS 175	6-5x6	706.8	60.0	150-2000	H	C	A	3¼	11⅞	7	FP	No	Zen	M	D-R	D-R	34
35	Kleiber.....22DD 5T	5000	192	...	.....	9400	P 32x6	DP32x6	Con 18R	6-4x4½	339.3	38.4	82-2400	H	C	C	2¾	.....	7	FP	No	Str	V	R-Bo	-Bo	35
36	Kleiber.....28DD	6500	201	...	28000	10060	P 34x7	DP34x7	Con 20R	6-4⅛x4¾	411	40.0	89-2400	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	36
37	Kleiber.....34DD	7500	210	...	34000	11900	P 36x8	DP36x8	Con 21R	6-4⅜x3¾	427.5	45.9	100-2600	H	C	C	2¾	13	7	FP	No	Str	V	R.Bo	D-R	37
38	Kleiber.....34DDT	9000	215	...	34000	13650	P 36x8	DP36x8	Bud GF6	6-4¾x6	638	54.1	126-1850	L	G	C	3	.....	4	FP	No	Str	V	R.Bo	D-R	38
39	LeMoon.....HB46	4950	187	199	24000	8200	P 32x6	DP32x6	Wau 6SRL	6-4⅜x5½	462	45.9	87-2000	L	G	C	3	.....	4	PC	Wa	Str	M	A-L	A-L	39
40	LeMoon.....HB56	5650	187	199	26500	9100	B 8.25/20	DB8.25/20	Wau 6SRL	6-4⅜x5½	462.0	45.9	87-2000	L	G	A	3	3	4	PC	Wa	Str	M	A-L	A-L	40
41	LeMoon.....HB60	6600	191	203	32000	10500	P 36x8	DP36x8	Wau 6SRL	6-4⅜x5½	462	45.9	87-2000	L	G	C	3	.....	4	PC	Wa	Str	M	A-L	A-L	41
42	LeMoon.....HWB100	8600	196	208	40000	13000	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	549	48.6	100-2000	L	G	C	3½	.....	4	PC	Wa	Str	M	L-N	L-N	42
43	LeMoon.....HWB120	9200	196	208	40000	13500	P 40x8	DP40x8	Wau 6RB	6-5x5¾	677	60.0	127-2000	L	G	A	3½	.....	4	PC	Wa	Str	N	L-N	L-N	43
44	Maccar.....126 6T	.....	181	222	24000	9200	P 36x8	P 36x8	Bud BA6	6-4½x5½	411.0	40.8	78-2250	L	G	C	2½	9⅛	4	PC	Pe	Str	V	D-R	D-R	44
45	Mack.....AC	7500	177	217	.....	.....	S 36x6	S 40x12	Own AC	4-5x6	471.2	40	77-1800	L	G	S	3	10½	3	PS	On	Str	V	R-Bo	.....	45
46	Mack.....AC	8700	197	237	.....	.....	P 40x8	DP40x8	Own BK	6-4½x5½	48.6	.....	126-2200	L	G	S	3½	10½	4	PS	On	Str	V	R-Bo	N-E	46
47	Mack.....AP	12000	197	237	.....	.....	S 36x6	S 40x12	Own AP	6-5x6	706.5	66	150-2000	L	G	S	3½	11⅛	4	PS	On	Str	V	R-Bo	N-E	47
48	Moreland.....ED7	5285	196	...	23000	8500	P 36x8	Her WXC 2	6-4⅛x4½	360.8	40.8	73-2000	L	G	C	2⅝	13¼	7	PC	No	Zen	M	A-L	A-L	48
49	Moreland.....HD7	6585	220	...	30000	10500	B 9.00/20	DB9.00/20	Her YXC3	6-4⅜x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	49
50	Moreland.....SD7	6860	221	...	34000	11500	S 36x7	S 36x10	Her YXC 3	6-4⅜x4¾	478.8	51.2	105-2200	L	G	C	3	15	7	PC	No	Zen	M	A-L	A-L	50
51	Moreland.....TD7	8245	221	...	34000	12500	S 36x7	S 36x10	Con 16H	6-4⅜x5¾	611.4	54.1	.....	L	.....	.....	.....	.....	.....	PC	No	Zen	M	A-L	N-E	51
52	Relay.....50SW 5T	5505	152	178	.....	8600	P 36x6	DP36x6	Bud DW6	6-3¾x5	331.3	33.7	73-2200	L	G	C	2½	.....	4	FP	No	Zen	V	A-L	A-L	52
53	Relay.....60SW 7T	6545	175	205	.....	12000	P 38x7	DP40x8	Bud BA6	6-4½x5½	411.0	40.8	83-2000	L	G	C	2½	.....	4	FP	Bu	Zen	V	A-L	A-L	53
54	White.63SW 200 3 T	....	193	205	22000	10000	B8.25/20	DB8.25/20	Own 3A	6-4x5¼	396	38.4	72-1800	H	C	S	2¾	12⅛	7	FP	Own	Zen	M	D-R	D-R	54
55	White.64SW 2003to5T.	....	198	210	28000	11200	B8.25/20	DB8.25/20	Own1AB	6-4⅝x5¾	519	45.9	96-1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	55
56	White.....64SW300 5 to 7½T..... White 59A SW400	.....	198	210	12400	.....	B9.00/20	DB9.00/20	Own 1AB	6-4⅜x5¾	519	45.9	96-1800	H	C	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	56
57	7½ to 10 Ton.....	.....	204	215	40000	13200	P 40x8	P 40x8	Own 1AB	6-4⅜x5¾	518	45.9	96-1800	H	G	S	3	15⅜	7	FP	Own	Zen	E	L-N	L-N	57
58	Whitcomb.....5T	6000	Op	Op	18000	6000	P 36x8	P 36x8	Wis Z	6-4½x5	477.0	48.6	103-2200	H	..	C	2¾	.....	4	FP	No	Str	M	L-N	L-N	58
59	Whitcomb.....10T	7200	Op	Op	27500	7500	P 38x9	P 38x9	Wis Z	6-4½x5	477.0	48.6	103-2200	H	..	C	2¾	.....	4	FP	No	Str	M	L-N	L-N	59

Engine Differences Begin in the Head

CONTINUED FROM PAGE 17

design. The valve at the side, like that in an L-head engine, is the exhaust while the one in the head, like a valve-in-head engine, is the intake.

"The advantages are: it is easy to use large valves in this design without them getting in each other's way. You can't put two 2-in. valves in the top of a 3-in. cylinder without spreading out the combustion chamber. The F-head also brings the gas in at one place and lets it out another."

"How about those valves that work like the cuffs that you were talking about earlier in the evening?" Mac questioned. So we sketched that out for him, too (Fig. 5). "These sleeves," we proceeded to explain, "are pushed up and down by connecting rods from a shaft which takes the place of a camshaft. The big advantage of the design, aside from quietness, is that it is easy to provide a very large hole for the gas to go into the cylinder and another big hole on the other side of the cylinder for the gas to get out. You don't have to grind them every once in a while, either. Sleeve valve engines have been used in trucks and they are used in many of the big gas-electric drive buses."

"That's all very interesting, Den," Mac digs in once more, "but which of all these arrangements do you think is the best? Darned if I can make it out."

"Well, neither can I, Mac," we conclude, "so we're both in the same boat. You probably wouldn't want a revolving front door in your home, but they are fine for hotels. On the other hand, there are the swinging doors——"

"With room to look over the top, and for the dog to run underneath," Mac adds.

"That's your viewpoint," we comment, "but how about Mrs. Mac?"

But the old codger was lost in his reverie, and with a sigh of relief we picked up our latest murder mystery, with some hope of finding out whether the butler, the step-son, or the old enemy from Africa should have the crime tacked on to him. Darned if I could make up my mind which would be the best way for the story to end.

Timken Lubricant Tester

CONTINUED FROM PAGE 46

both levers are equipped with hangers for carrying adjustable weights.

The operation of the device is substantially as follows: With both test pieces in place, the mandrel is brought up to the desired speed and the lubricant, heated to the required temperature, is allowed to flow over the test block. The loading lever is then loaded by means of weights until the desired unit pressure is obtained between the

Line Number	Radiator Make	Clutch Type and Make	Gear Set Make and Model	Gear Set Location	Gear Set No. of Forward Speeds	Gear Set Aux. Locat. and Speeds	Universals Make and No.	Rear Axle Make and Model	Rear Axle Wheels Driven	Rear Axle Final Drive and Type	Rear Axle Drive and Torque	Rear Axle Gear Ratios Reduc. in High	Rear Axle Gear Ratios Reduc. in Low	Front Axle Make and Model	Brakes Service	Brakes Area Service Brakes	Brakes Hand	Steering Gear Make	Frame Dim. Side Rail	Frame Type	Body Mounting Data Cab to Rear of Frame	Body Mounting Data Cab to Rear Axle	Body Mounting Data Width of Frame	Springs Front	Springs Rear	Springs Auxiliary Type	Line Number
																			Six-Wheelers								
1	Own	dp.Lon	Own B	A	12	A3	Spi	Tim 300W	4R	W	R	8.5	120	Own CL	T6IA	720	TD	Ros	9x3x1¼	C	184⅞	11½	34¼	42¼x3	61x5	½	1
2	Own	D.B-L	B-L 70	A	7	No	Spi	Tim 300W	4R	W	R	10.6	100	Tim 27450	T6IA	720	TD	Ros	10½x3x⅞	T	159⅛	86¾	34¼	42½x3	61x5	½	2
3	Lon	D. B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x⅞	P	216	129	36	40x3	54x4	N	3
4	Chi	D.B-L	B-L 60 Max	A	7	No	Spi 6	Tim SW300	W	WF	R	7.75	73.6	Tim 16302	TWRIA	796	TD	Ros	8x3½x⅞	C			35½	44½x3	60x4		4
5	Per	D.B-L	B-L 60	A	7	No	SpiB4	Tim SW200H	4 R	WF	R	7½	71.2	Tim 26450H	L6IHV	674	TD	Ros	10x3¾x⅞	C	132½	80½	37	48x3	64x4	½	5
6	Per	D.B-L	B-L 70	A	7	No	SpiB4	TimSW300W	4 R	WF	R	8½	79.9	Tim 17300	TrIA	490	TD	Ros	10x3¾x⅞	C	132½	80½	37	48x3	64x5	½	6
7	Per	D.B-L	B-L 70	A	7	No	SpiB4	TimSW400W	4 R	WF	R	9	84.6	Tim 17300	TrIA	490	TD	Ros	10x3¾x⅞	C	127¼	75¼	37	45½x3	64x5	½	7
8	G&O	D. Cov	B-L	A	7	No	SpP 5	Own	4 R	WF	H	Opt	Opt	Shu 5582B	L6IHV	703	TD	Ros	6½x3x¼	P	162	103	34	45¼x2½	58x4	N	8
9	G&O	D.Cov	B-L 60 Max	A	7	No	SpiB5	Tim SW200	4R	WF	R	Opt	Opt	Tim	T4IA		FD	Ros	9x3¼x1¼	P	162	100¼	37	46x3	50x4	N	9
10	G&O	D.B-L	B-L 70	A	7	No	SpB5	Tim SW300	4R	WF	R	Opt	Opt	Tim	T4IA	796	FD	Ros	9x3¼x1¼	P	141	93	37	46x3	50x4	N	10
11	G&O	D. Cov	B-L 60 Max	A	7	No	SpP 5	Tim SW300	4 R	WF	R	Opt	Opt	Tim 17300	T4IA	796	TD	Ros	9x3¼x1¼	P	138¾	94¾	37	46x3	50x4	N	11
12	Own	D.Ful	Ful H-OG	U	..	A 8	Blo 5	Wis 8017	4 R	WF	R	7.75	72.7	Shu 615	WrIMV	...	CX	Ros	10x2¾x⅞	T	240	140	36	48x3	65x3½		12
13	.....	.....	.....	.....	...	A 3	PeS6	.....	4 R	.....	R	.....	.....	.....	L4rIHV	...	TX	.....	7½x3½x⅞	C	.....	.....	.....	41x3	46x3½	N	13
14	Per	P.B&B	B-L554&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	93.2	Tim 15000	T4rIAV	...	TX	Ros	8x3½x⅞	C	192	114⅝	33½	41x3	46x3½	N	14
15	Per	P.B& B	B-L714&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	123	Tim 17300	T4rIA	...	TX	Ros	8¼x4¾x	C	213½	147¾	34	41¼x3	49½x4	N	15
16	Per	P.B&B	B-L714&60	U	7	A 3	PeS6	Tim Own	4 R	WF	R	6.87	123	Tim 17300	T4rIA	...	TX	Ros	8¼x4x3⅝	C	213½	149¾	40	41⅜x3	49½x4	N	16
17	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B 374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x1¼	C	106	64¼	34	38x2¼	40½x2½	N	17
18	Lon	P.B&B	W-G T9	U	4	No	Spi	Cla B374	2	SF	H	6.38	40.8	Cla F208	L6IH	566	TX	Gem	6x2¼x1¼	C	118	68¾	34	38x2¼	40½x2½	N	18
19	Lon	P.B&B	B-L 55	A	7	No	P-S4	Tim SW200H	4R	WF	R	7.50	71.3	Own	L6IHV		TI	Ros	7⅞x3½x⅞	P	164	102	34	42x2½	63x4	½	19
20	Lon	P.B&B	B-L 55	A	7	No	P-S4	TimSW200W	4R	WF	R	7.50	71.3	Own	T rIA	867	TI	Ros	7⅞x3½x⅞	P	164	102	34	42x2½	63x4	½	20
21	Lon	P.B&B	B-L 55	A	7	No	Pet 4	TimSW300W	4R	WF	R	8.5	80.7	Own	T6IA	867	TI	Ros	7⅞x3½x⅞	P	190	118	34	42x2½	63x4	½	21
22	Lon	D.B-L	B-L 60	A	7	No	Blo 6	Tim SW-300	4R	WF	R	9.25	87.9	Tim16700TW	T4IA	130	TD	Ros	8x2½x⅞	C	215¾	134¾	38	46x3	62x4	½	22
23	Per	D. B-L	Own	A	5	Op	Blo 4	Own X	4F	BF	H	8.9	88.6	Own M	B6IMV	...	4M	Ros	7x3x⅜	C	180	137	36	42¾x2½	44x3	½	23
24	Lon.	D.Own	Mun	U	12	A	Pet	Tim SW200	4 R	WF	R	9.25	129	Eat 527F	BrIA	870	TX	Jac	9⅛x3½x⅛	P	161	100¼	34½	40x3	50x4	½	24
25	Lon	D.	Ful	U	4	No	Pet	Tim SDD310	4R	2F	R	8.15	51	Tim 36000	B6IA	...	TX	Jac	9x4x¼	P	161	100	34⅓	50x3½	54x4	N	25
26	Lon	D.	Ful	U	4	No	Pet	Tim SDT 310	2	2F	R	8.15	51	Tim 36000	B6IA	...	TX	Jac	9x4x¼	P	161	100	34⅓	50x3½	54x4	N	26
27	Chi	D.B-L	B-L 60-7	A	7	No	Blo	4.....	...	WF	R	Opt	Opt	Tim 16302	L4IHV	...	FX	Ros	8x3x⅞	P	Opt	Opt.	36	43x3	56x4	N	27
28	Chi	D.B-L	B-L 70-7	A	7	No	Blo	4-5.....	...	WF	R	Opt	Opt	Tim 17302	W4IMV	...	FX	Ros	8x3x⅞	P	Opt	Opt.	38	45½x3	59x4	N	28
29	Chi	D.B-L	B-L 70-7	A	7	No	Blo	4-5.....	...	WF	R	Opt	Opt	Tim 17302	W4IMV	...	FX	Ros	8x3x⅞	P	Opt	Opt.	38	45½x3	59x4	N	29
30	You	B-L	B-L 55	A	7	A7	Blo	Wis 1257K W	2	2F	H	8.64	82.1	Shu 678	W4IA	...	TD	Ros	7x3⅝x1¼	I	131½	80	....	41⅞x2½	54⅞x3½	¼	30
31	You	B-L	B-L 70	A	7	A7	Blo	Wis 1527W	2	2F	H	8.1	76.0	Shu 678	W4IA	...	TD	Ros	8x4x⅜	I	.....	.....	.....	41⅞x2½	54⅞x3½	¼	31
32	Lon	D.B-L	B-L	A	7	No	Spi 4	Tim	4R	WF	R	9.67	90.9	Shu	T4IA	864	TD	Ros	8x3x⅞	P	216	129	36	40x3	54x4	½	32
33	Per	D.B-L	B-L 55&60	U	..	A 3	Spi 6	TimSW300W	4R	WF	H	7.25	87.0	Tim 16302	T4IA	592	FD	Ros	8x3x⅞	C	240	145	36¼	42x3	68x4	½	33
34	Per	P.B-L	B-L 70-7	A	7		Spi	TimSW400W	4R	WF	..	7.8	74.0	Tim 17300	T4IA	592	FD	Ros	8x3x⅞	C	235	143	36¼	42x3	68x4	½	34
35	Own	B-L	B-L 55-7	A	7	No	SpB	TiSW100TW	4R	WF	..	7.33	69.6	Tim 15703H	T4IA	674	TD	Ros	7x3½x⅞	P	168	Opt	34	44x3	60x4	½	35
36	Own	B-L	B-L 60-7	A	7	A7	Spi	TiSW 200TW	...	WF	R	7.75	73.6	Tim 16302	T4IA	848	TD	Ros	7x3½x⅞	P	180	Opt	38	44x3	60x4	½	36
37	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 300W	...	WF	R	9.33	88.6	Tim 16302	T4IA	848	TD	Ros	8x3½x⅞	P	180	Opt	38	44x3	60x4	½	37
38	Own	B-L	B-L 70-7	A	7	a15	Spi	TiSW 400W	...	WF	R	10.3	98.1	Tim 17300	T4IA	848	TD	Ros	8x3½x⅞	C	204	Opt	38	44x3	60x4	½	38
39	Chi	D.B-L	B-L 51-5	U	5	No	Spi 3	T'63703-97H	...	WF	..	6.0	35.7	Tim 15733H	L6IHV	700	CX	Ros	7x4x¼	C	162	108	34	39x2½	51x3	N	39
40	Chi	D.Ful	Ful VUOG	U	5	No	Spi 3	T'65703-97H	...	WF	..	6.75	47.7	Tim 15733H	L6IHV	870	CX	Ros	7x4x¼	P	162	108	34	39½x3	46x3½	N	40
41	Chi	D.B-L	B-L 60-7	A	7	No	Spi 4	Tim 65793-4	...	WF	..	9.66	91.7	Tim 16302	T4IHV	864	CX	Ros	9x4x¼	C	162	108	37	48x3½	52x3½	N	41
42	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	...	WF	..	9.66	91.7	Tim 27450	T4IA	864	CX	Ros	9x4x⅞	C	162	108	37	48x3½	53x4	N	42
43	Chi	D.B-L	B-L 70-7	A	7	No	Spi 4	T'66797-8W	...	WF	..	9.66	91.7	Tim 27450	T4IA	864	CX	Ros	9x4x⅞	C	162	108	37	48x3½	53x4	N	43
44	Per	D.B-L	B-L 60	A	7	A7	S-C	.....	4R	W	R	6.4	78.4	Tim 16302	rIM	594	FI	Ros	10x3½x1¼	C	.....	.....	.....	42x3	66x3½	½	44
45	Own	P.Own	Own AC	J	4	No	Spi 4	Own AC	4R	CD	R	6.68	42.9	Own AK	OrIV	574	FD	Own	8x3x⅞	C	132	87	37	46x3½	52x4	½	45
46	Own	P.Own	Own 4C	J	4	No	Spi 4	Own AC	4R	CD	R	9.26	59.5	Own AC	OrIV	574	FD	Own	8½x2¾x1¼	C	180	107	37	46x3½	52x4	½	46
47	Own	P.Own	Own AC	J	4	No	Spi 4	Own AP	4R	CD	R	7.06	45.3	Own AK	OrIV	574	FD	Own	8x3x⅞	C	135	88	37	46x3½	52x4	½	47
48	Lon	P.B-L	B-L 51	U	12	A 4	Cle	Own	...	WF	T	8.75	96.4	Tim 16300	O4MV	...	TI	Ros	9⅛x3½x⅞	C	168	113	34	39⅝x2½	43½x3½	½	48
49	Lon	P.B-L	B-L 55	U	12	A4	Cle	Own	...	WF	R	8.5	93.6	Tim 16300	O4rIMV	...	TI	Ros	9½x3⅞x⅞	C	192	137	38	44x3	43½x3½	½	49
50	Own	P.B-L	B-L 55	U	12	A4	Cle	Own	...	WF	T	9.33	103	Tim 17300	O4rIMV	...	TX	Ros	11x3⅞x⅞	C	216	135	38	44x3	43½x4	½	50
51	Own	P.B-L	B-L 714	U	12	A4	Cle	Own	...	WF	T	10.3	113	Tim 17300	O4rIMV	...	TX	Ros	11x3⅞x⅞	C	240	135	38	44x3	43x4	½	51
52	Lon	B-L	B-L 51	U	5	...	Blo	Own 40	2R	2F	..	7.4	54.7	Tim 14704H				Han	.....	.....	.....	.....	.....	.....	.....	.....	52
53	Lon	Ful	Ful VU	U	5	...	Blo	Own 60	2R	2F	..	9.09	63.6	Tim 15733H				Han	.....	.....	.....	.....	.....	.....	.....	.....	53
54	.....	P.Own	Own 4B	U	4	No	Spi	Tim SW200H	...	W½	R	6.75	44.2	Own 6D	LrIHV	592	CI	Ros	8x3x¼	C	184½	110½	34	42x3	45½x4	N	54
55	.....	dp.O'n	Own 7B	U	4	No	Spi 4	Tim SW200w	...	WF	R	7.00	45.8	Own 9D	LrIA	592	CI	Ros	8¼x3x⅞	C	194	109½	34⅛	42x3	45½x4	N	55
56	.....	dp.O'n	Own 7B	U	4	No	Spi 4	TimSW300W	...	WF	R	8.50	56.7	Own 9D	LrIA	592	CI	Ros	8¼x3x⅞	C	194	109½	34⅛	42x3	45½x4	N	56
57	.....	dp.O'n	Own 7B	U	4	No	Spi 3	TimSW400W	...	WF	R	10.2	67.1	Own 5D	LrIA	592	FX	Ros	.....	I	194	108	37	44x3	56½x5	N	57
58	Mod	D.Ful	Ful	U	4	U	Own2	Own	4R	WF	U	Opt	Opt	Own	L4rIHV	832	TX	Ros	16x2½x1¼	C	Opt	Opt	48	.....	60x3½	N	58
59	Mod	D Ful	Ful	U	4	U	Own2	Own	4R	WF	U	Opt	Opt	Own	L4rIHV	832	TX	Ros	16x3x⅞	C	.....	.....	48	.....	56x4	N	59

test pieces. A chart gives the necessary weights on the loading lever per 1000 lb. of unit pressure. The degree of scuffing on the test block which is removed after 30 minutes determines the relative load carrying capacity of the lubricant. In case bearing metals are to be tested both the test block or the cup or both can be made of the appropriate material. In case coefficient of friction of the lubricant is desired, weights are added to the friction lever until it moves away from the stop. Loading the upper lever causes the friction on the test block to move it forward horizontally, unbalancing the friction lever until it rests on the stop. This condition is compensated by adding weights on the friction lever, until the system is again in balance and the lever is off the stop. The coefficient of friction of the lubricant is then calculated from the amount of weight it takes to balance the levers.

Trucks Help Jobbers Squeeze More Sales

CONTINUED FROM PAGE 28

and also spaces for office invoices that are passed over to the salesman for collection. There is, of course, a column for remittances, and at the bottom of the report notations for the salesman to fill in showing his daily routings. Along with the daily report the salesman sends carbon copies of all invoices covering truck sales.

As a closing word, it might be pointed out that traveling stores for the selling of small goods are worth the consideration of wholesalers at this time when a great deal of dealer buying is of the hand-to-mouth variety. With the goods suitably displayed on a truck, it is easier in most cases to close a sale and pass the goods over to the dealer outlet than if the salesman be compelled to rely solely on pictures in a catalog and word of mouth to convince his customer.

New Whites Have Wide Range Speed

CONTINUED FROM PAGE 39

vacuum boosters, while air is employed in the 640 Series. Hand brakes in all three series are of the driveshaft-mounted, double-drum internal type.

Gasoline tanks are mounted in cradles on the right side with three-point suspension and have capacities of from 35 to 50 gal. All springs are semi-elliptic and in some models are furnished with helpers.

Standard equipment includes: front bumper, speedometers, oil-pressure gage. Controls for light and throttle are fitted in the center of the steering wheel. Cabs can be furnished on all chassis at additional cost.

KEY OF REFERENCES

GENERAL

Gross Vehicle Weight—Chassis weight, plus body and cab, plus pay load.

Chassis Price is for truck with standard wheelbase listed and with tires listed F.O.B. factory, unless otherwise specified.

b—Price of Mack AC 7–10 ton, $4,950, tires, S 36x5, DS 40x5; 11–14 ton, $5,500, tires, S 36x6, DS 40x6; 15 ton, $6,000, tires S 36x7, DS 40x7.

TIRES

B—Balloon.
DB—Dual Balloons standard equipment.
P—High Pressure Pneumatics standard equipment.
DP—Dual High Pressure Pneumatics standard equipment.
S—Solids.
DS—Dual Solids.
°—Pneumatics furnished at extra cost.

ENGINE

Make

Bud—Buda Company.
Con—Continental Motors Corp.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
Lyc—Lycoming Motor Corp.
Wau—Waukesha Motor Co.
Wis—Wisconsin Motor Mfg. Co.

Valve Arrangement

H—In head.
L—"L" Head.
S—Sleeve.
T—"T" Head.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod, camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.
PS—Pressure with splash.
SP—Circulating with splash

Governor

Bf—Bethlehem Fabricators, Inc.
Bu—Buda
Co—Continental.
Ha—Handy Governor Co.
HS—Amer. Car & Fdy. Co.
KP—Handy Governor Co.
Mo—Monarch.
No—Not supplied.
On—Own
Op—Optional.
Pe—Pierce Governor Co.
Si—Simplex (Eisemann Magneto Corp.)
St—Sterling.
Wa—Waukesha.

Radiator

Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G & O Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Company.
McC—McCord Rad. & Mfg. Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
You—Young Rad. Company.

FUEL SYSTEM

Carburetor Make

Car—Carter Carburetor Co.
Joh—Johnson.
Mar—Marvel Carburetor Co.
Sch—Wheeler Schebler Co.
Ste—Detroit Lubricator.
Str—Stromberg Motor Dev. Co.
Til—Tillotson Mfg. Co.
Zen—Zenith-Detroit Corp.

Fuel Feed

E—Electric Pump.
G—Gravity.
M—Mechanical Pump.
P—Pressure.
V—Vacuum.

ELECTRICAL SYSTEMS

A-Bo—Amer. Bosch Magneto Co.
R-Bo—Robert Bosch Magneto Co.
Apo—Apollo Magneto Corp.
D-R—Delco Remy Company.
Eis—Eisemann Magneto Corp.
L-N—Leece-Neville Co.
N-E—North East Elec. Co.
Spl—Splitdorf Electrical Co.
1—Generator and Starter at extra cost.
2—Starter not supplied. Generator at extra cost.
3—Starter at extra cost.

CLUTCH

Type

D—Multiple disk.
dp—Double Plate.
O—Plate in oil.
P—Single plate.

Make

B&B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
Jon—Jones Clutch & Gear Co.
Lon—Long Mfg. Company.
M-E—Merchant & Evans.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
Roc—Rockford Drill Machine Co
W-G—Warner Gear Co.

GEARSET

Make and Model

B-L—Brown-Lipe Gear Co.
Cla—Clark Equipment Co.
Cov—Covert Gear Co.
D-G—Detroit Gear & Mach. Co.
Ful—Fuller & Sons Mfg. Co.
M.M.—Mechanics Mach. Co.
Mun—Muncie Products-Div. General Motors Corp.
W-G—Warner Gear Co.
War—Warner Corp.

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary, Location

No—Not furnished.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

UNIVERSAL JOINTS

Blo—Blood Bros. Mach. Co.
B-C—Blood and Cleveland.
Cle—Cleveland Steel Prod. Corp
Har—Spicer Mfg. Co.
M.M.—Mechanics Machine Co.
PeS—Peters and Spicer.
Pet—Peters.
P-S—Peters and Snead.
S-C—Spicer and Cleveland.
Spi—Spicer Mfg. Co.
S-P—Superior Universal Products Co.
SpB—Spicer and Blood Bros.
SpP—Spicer and Pick.
S-T—Spicer & Thermoid.
U-M—Universal Machine Co.
U-P—Universal Products Co.

REAR AXLE

Make

Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
I—Internal Gear.
2—Double Reduction.
R—Relay—Pendulum Drive.
S—Spiral Bevel.
W—Worm.
½—Semi-Floating.
¾—Three-Quarter Floating.
F—Full Floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss.
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.
O—Radius Rods Optional.

WHEELS DRIVEN

2—Forward pair of rear wheels.
4F—Front and forward pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

FRONT AXLE

Make and Model

Shu—Shuler Axle Co., Inc.
Cla—Clark Equipment Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
Eat—Eaton Axle Co.
Sal—Salisbury Axle Co.
She—Sheldon.
Tim—Timken Det. Axle Co.
Wis—Wisconsin Axle Co.

BRAKES—Service

Make

B—Bendix.
BE—Bendix front, Eaton rear.
BO—Bendix front, Own rear.
C—Columbia.
K—Clark.
L—Lockheed.
LO—Lockheed front, Own rear.
O—Own.
OE—Own front, Eaton rear.
OW—Own front, Wisconsin rear.
S—Steeldraulic.
T—Timken.
W—Wisconsin.
Ws—Westinghouse.

Location

2—Two Wheel.
4—Four Wheel.
6—Six Wheel.
2/4—Two wheel brakes effective on all four wheels through driveshaft.
F—Driveshaft effective on four wheels.
J—Jackshaft.
P—Propeller shaft.
P/4—Propeller shaft effective on four wheels.
r—Four rear wheels.

Type

I—Internal.
Y—Internal front and external rear.
X—External.

Method of Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—Hand

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gear shaft.
T—Transmission.
F—Driveshaft.

Type

D—Disk.
I—Internal.
X—External.
Y—Internal front and external rear.

STEERING GEAR

Make

CAS—Columbus G. & P. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.
Woh—Wohlrab Gear Co.

FRAME

Type

C—Channel.
I—"I" Beam.
P—Channel reinforced with plate.
T—Side rails tapered front and rear.

SPRINGS—Auxiliary

Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.

Y—Chevrolet utility model with dual 30x5 rear tires lists at $545.00.

(X) **General Motors Trucks.** Gross vehicle weight indicated for each model in table is the *Straight Rating* (combined weight of chassis, body, equipment and payload) for which chassis is designed and guaranteed to satisfactorily operate under average conditions. The size of the tires used does not affect this Straight Rating, but to secure maximum tire mileage it is suggested that the total gross weight be limited to a "recommended gross weight" for each tire equipment (type number) based on tire capacity. Chassis prices vary with wheelbase and tire combinations. The range of "recommended gross weights," type numbers and resulting payload range (assuming nominal body allowance) for each model follow.

Note: Models T-15 to T-60 inclusive, as well as Models TX and WX, are available for Export only as coach chassis.

MODEL	RANGE OF RECOMMENDED GROSS WEIGHTS (LBS.)	TYPE NUMBERS	RANGE OF PAYLOAD (TONS)
T-11	3800	1001	½
T-15	4500 to 6500	1501 to 1708	½-1½
T-17	5500 to 6500	1701 to 1708	1-1½
T-19	6500 to 8500	2201 to 2223	1½-2
T-25	6800 to 9000	2501 to 2518	1½-2
T-26	8500 to 11000	261-1 to 2618-18	2-3
T-30	10000 to 12500	3201 to 3215	2-3
TX-186½	14000	Export Coach	.....
WX-185	14500	Export Coach	.....
T-42	12000 to 15000	4201 to 4212	2½-4
T-44	12000 to 16000	4401 to 4412	3-4½
WX-215	17000	Export Coach	.....
T-51	16500 to 19000	511-1 to 517-13	4-5½
T-55	16500 to 19000	551-1 to 557-13	4-5½
T-60	18500 to 22000	6201 to 6218	5-6½
T-61	19500 to 22000	611-1 to 619-8	5-6½
T-82	19000 to 24000	8201 to 8212	5-7
T-85	22000 to 26000	851-1 to 858-8	5-7
T-90	22000 to 28000	9001 to 9007	5 to 7½
T-95	28000 to 34000	951-1 to 955-8	7½-10
T-96	28000 to 34000	961-1 to 965-8	7½-10